

NEWPORT BOAT SHOW PREVIEW

SOUTHERN[®] BOATING

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AUGUST 2015



CHARMING
Amelia
ISLAND

FOUR REFITS
-AND-
LESSONS LEARNED

Marlow Explorer® yachts are the envy of the yachting world.

"Our consuming attention to detail and improving the yachting experience drives us forward." – David Marlow, Chairman Marlow Yachts LTD



Marlow**Explorer**®

49E | 58E | 62E | 66E | 70E | 74E | 80E | 88E | 97E

Shown with optional semi-enclosed bridge which is available on all models.



Best PassageMaker 60'–80'

"It is this attention to detail and the underlying philosophy of continuous incremental refinement that explains why Marlow yachts stay competitive for so long: The 62E is engineered without compromise." — Judge's

A word about hull design and construction

Semi-Displacement hull combined with our proprietary Velocijet Strut Keel®

All MarlowExplorer® series yachts are semi-displacement, with Velocijet Strut Keel® incorporated for a more stable, economical and protective hull design. Through the use of our proprietary hull and strut keel design, as registered and protected under the Vessel Hull Design Protection Act, we have solved many of the frustrating problems of a full-displacement hull. By introducing the struts, we gained superior stability, comfort, safety and performance in all sea conditions including heavy following seas, while providing the best running gear protection from debris and grounding in the industry. Inner and outer Kevlar skins with modified epoxy resins assure integrity and strength far beyond industry standards. In fact, a Marlow is the only cruising yacht we are aware of that is able to dry out and remain upright, avoiding fuel spills and serious damage to the low side of the grounded vessel. The performance benefits from significant drag reduction and directional stability have resulted in higher cruising speeds, increased comfort and reduced fuel consumption.

Marlow Explorers are all constructed from three major molds, as opposed to the 20 to 30 molds used by our competitors. It just made more sense; fewer seams, increased structural integrity and fewer places for water to find a way in. Our proprietary Full-Stack Infusion® RIVAT system also ensures our hulls are lighter and stronger than traditional fiberglass construction techniques. A side benefit for our owners, is that due to our design and construction techniques, they are able to enjoy anchorages, waterways and ocean conditions that full displacement cruisers or generic semi displacement boats cannot. Discover the world of coves, bays, sounds, rivers and the deep blue ocean at the helm of your own Marlow Explorer. For more information from the bright minds at Marlow products visit us at www.marlowyachts.com.



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When you buy a Ranger Tug you expect the fuel efficient Volvo diesel performance, the convenience of trailering and the generous accommodations. What may come as a surprise is the passionate group of owners known as "Tugnuts." Most everything you want to know about our boats, along with camaraderie, cruising, tips & customer service are just a few clicks away on our online forum **Tugnuts.com**.



"We see boating as a lifestyle choice more than a recreational activity and as such we were drawn to Ranger Tugs because, overall, we felt that being a member of the Ranger Tugs family would provide us with a feeling of community while doing what we love to do most... boat!"

— Jim & Lisa Favors, R-27
TrailerTrawlerLife.com



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In the New England state whose motto is "Live Free or Die," this port was once one of our nation's busiest. In spite of its industrial heritage, it's been named one of America's prettiest towns.

By Peter A. Janssen

OceanLED HD Allure Lights illuminate the Quad Mercury outboards on this center console—and the fish underneath. For more options to light up your boat inside and out, turn to Stern to Stern on page 14.

Photo courtesy of Ocean LED

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The Nor-Tech 420 MC blends classic style and performance with seating around the helm station allowing the captain to keep up with the conversation, and putting a premium on socializing. Photo by J Lambert Yacht Photography

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But don't take our word for it. Zeno mattress has been making these items for some of the most famous yachts and manufactures in the United States. Yacht builders from Seaforce IX to Trinity Yachts use Zeno Mattress for bedding on their own custom yachts. Thousands of smaller crafts have installed Zeno's mattresses as well and they continue to keep using them.

A good nights sleep can make or break your boating day so buying a bed from a reputable firm is crucial.

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Sailboats behave better in large following seas than slow powerboats. If the latter can't cruise at 25 knots to outrun these seas, stick with sail. 50z is special. You can converse, while comfortably cruising at 35 knots to cover 280 miles of calm seas in 8 hours...e.g. Newport to Northeast Harbor, Chicago to Charlevoix or San Francisco to Santa Barbara. Why not take advantage of the best weather day of the week, rather than all week in all weather, to reach your destination?

Sailboats heel, but worse: Powerboats roll. To stop the roll... yes, behave more like a sailboat with sails up... 50z is the first powerboat with a Seakeeper Gyrostabilizer as standard equipment. Now, this already stable boat doesn't roll at all, even at anchor or when watching races off Newport.





*** 2014 Award by Editors of**
*Power & Motoryacht, Soundings,
Yachts International and
Passagemaker*



50z, with opening windshields and roll-up side curtains, is in tune with sailors who enjoy being outdoors in fresh air with a 360° vista. 50z's main deck compares to an upper flybridge deck of a 65' motoryacht. And, sailors feel right at home with the intimacy of 50z's Great Cabin below.

50z offers boating at the drop of a hat. Dock this 50 footer solo with Volvo Penta IPS joystick, DPS auto-hovering and a flush deck from wheel, aft through cockpit sidedoors onto a floating dock. Leave your foul-weather gear at home... none needed in the all-weather, heated or air-conditioned pilothouse. OK... admittedly, there are some aspects of sailing not found on a 50z.



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VIEW FROM THE PILOTHOUSE

By now many of you have already read my July column where I discussed the different government agencies—those involved in or connected with our marine environment—regarding how they approach different issues involving the use of our waterways and even extending out into the open waters of the ocean. This is not to say that their intentions aren't good, but it's the way they go about it—a back door approach or tying it in with a different agenda—that looks underhanded and in direct opposition to the views and desires of the majority of citizens. Of course, most of the time these agencies say they are attempting to protect our waterways to keep them clean of pollution, overfishing or simply stressing out the ecosystems we all love and enjoy while out on the water.

This issue's Racing Roundup (page 36) is about the poor condition of the water off of Rio de Janeiro, Brazil, where the best sailors from around the world will compete in the 2016 Olympic games on Guanabara Bay. The bay is apparently in such bad condition—it has been described as a cesspool made up of raw sewage, animal carcasses, dead fish, and other miscellaneous debris—that the athletes are very concerned about their own health while competing. So, between my column last month and the information about Guanabara Bay, our editor suggested, "Since *Southern Boating* is so passionate about our recreational waters and the delicate balance with our ecosystem, why don't we dedicate a new monthly department that reports and discusses exactly that?"

Starting with the September 2015 issue, which

celebrates our 44th year, *Southern Boating's* new monthly department entitled "Sea Watch" will discuss issues related to the state and condition of our planet's oceans, seas, lakes, and rivers—the waters in which our readers dive, snorkel, swim, and enjoy their boating lifestyle. It will include information regarding the factors that affect those waters and consequently, those who enjoy boating on them. Since the waters of our planet are in a constant state

of movement and flux, our coverage of topics will extend out on a global level so as not to limit the geographic scope just to our distribution footprint primarily covering the coastal regions of the Gulf of Mexico, the Atlantic coast from as far north as New England to South Florida, The Bahamas, and Caribbean.

We frequently receive information regarding river, beach and shore cleanups that are organized and promoted by volunteers, and perhaps in

the future we'll include a listing of those events so that our *Southern Boating* readers can get involved. These events offer a great opportunity to participate in your community, meet others and do something for the environment rather than waiting for the government to step in.

As our subject matter in Sea Watch expands and develops, we hope you will write us and contribute to any issues you may have going on in your backyard's stream, pond, lake, river, or ocean. It is only by staying connected and in communication with each other that we hope to ensure the future of boating on the waters we enjoy. 🐟

**The bay is apparently in
such bad condition—it has
been described as a cesspool
made up of raw sewage,
animal carcasses, dead
fish, and other
miscellaneous debris...**

By Skip Allen



Flat Seas ✓
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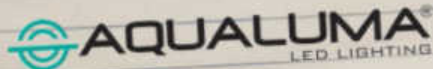
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After reading your July 2015

"View from the Pilothouse," I was surprised at your disappointment that our Federal Government is doing stuff in the middle of the night that may affect millions of people and perhaps cause the loss of thousands of jobs in the marine industry. I know you have known this for years simply by reading your magazine and talking with mutual friends that know you very well.

The Mel Fisher family and other smaller salvors have been fighting the U.S. Navy, NOAA, NPS and the U.S. Army Corps of Engineers for decades regarding our industry. They literally tried to put us out of business (under the guise of "permitting"—granted by NOAA, of course) with a midnight filing in the Federal Register in June 2014 that only by chance someone alerted us to at the last minute.

They played dumb when we called them on this, and even the Florida Governor's Office had no clue that they were trying to "steal" every shipwreck in state waters with a six-paragraph regulation.

They have lied to the public about what we really do—recover and preserve artifacts for everyone to see for generations and try to pay our bills through legitimate sales to the public. They skew data reports, and convince the public and some politicians that we are "grave robbers" even though no legitimate salvors would ever go near a military vessel from any country. (Odyssey did us no favors with their stunt on the Mercedes in Gibraltar.)

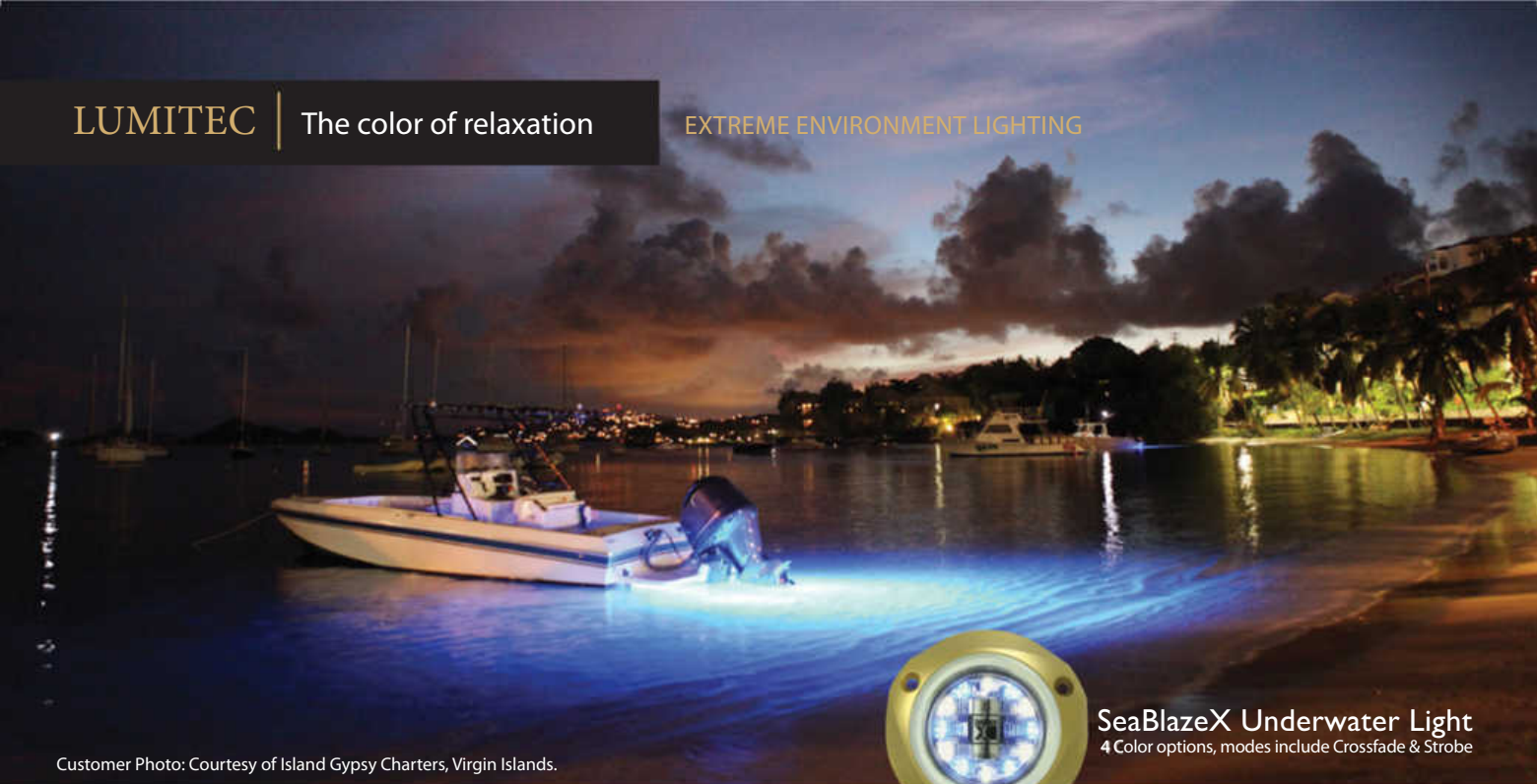
The U.S. Navy and NOAA have ignored my FOIA request now for over a year that will prove a long, organized conspiracy between a small group of

mid-level bureaucrats (mostly lawyers and archeologists) at NOAA, NPS, U.S. Navy, and the ACOE (and some colleges) with personal agendas that are more UN than U.S. They paid us lip service for years until a recent change of leadership at the Naval History and Heritage Command finally allowed us to come up and give them facts instead of NOAA propaganda from a few zealots. Just by chance, I served in the U.S. Navy JAG Corps with the new lawyer at the command, and the new Director is a retired Admiral with no ideological agenda or loyalty to the UN-One World lovers like his predecessor who wanted to control all the oceans of the world, right up to our shores.

We know all the good and bad guys in all of these agencies as we have been fighting them in court, the press, and on

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MAIL FROM READERS

Capitol Hill for 30 years. It costs us a ton of money in lawyers, but we have no options—either fight or die is my motto every morning. And you are 100 percent correct, Skip. They are coming after the boaters, divers and fisherman with more vigor under the current administration in D.C.

It is good to see you back in the fight and rallying your troops. I have hundreds of pages of information on this subject, and all you need to do is take out the word “salvors” and replace it with diving, fishing, or recreational boating to see that they don’t want input from any of us since then the debate would be fair and in public, and they would lose.

Keep up the fight and keep your readers informed. Maybe someday we can all join in this together and make

this a fair battle. Thank you for the wonderful article in the June issue that featured the Mel Fisher Family treasure very prominently. You have a wonderful publication and I enjoy seeing it in the mail every month.

Joe Sweeney, Director of Admin.

Mel Fisher’s Treasures

Key West, FL

melfisher.com

This is not the only grab by the U.S. Federal or State governments. I live in the Florida Keys and originally am from Wisconsin, where since the early 1960s I go each year to hunt ducks and geese on the Mississippi River from September through November. The best and most popular time to hunt the area is from October 1st to November 15th.

The Wisconsin Department of Natural Resources (DNR) has closed the entire river to all waterfowl hunting for the first two weeks of October, which is a third of the prime time for hunting. They say it is what the hunters want—not true. They replace that time with the last week of November and the first week of December during which the water is frozen and there are no ducks. These agencies have an agenda. Unless you only take pictures, hike, bike, and canoe, they do not want you on their land. We all have a problem.

Tom Scholl

Florida Keys 🐦

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■ Lumishore's **TIX202 Thru-Hull underwater LED** light offers exceptional performance. Creating the smallest interchangeable light array, the lights have the brightness of 4,100 fixture lumens. Suitable for transom, bottom or hull-side mounting, the lights have a life expectancy of 50,000+ hours, have marine-grade aluminum bronze housing and are recommended for 25 to 80-foot boats. Available in blue, white or green. MSRP \$879.99; lumishore.com



■ Deep Glow Technologies has rolled out an updated version of their original **Underwater Dock Lighting** that eliminates the ballast box on the dock. By building the ballast into the light fixture itself, the installation is simplified. Easy to install and maintain, the light is designed to be tossed in the water and always lands facing up. The light not only illuminates the waterways at night but also attracts tons of fish, creating a virtual aquarium that all can appreciate. The light includes 30 feet of cable. MSRP \$409; deepglow.com



■ Hella marine's new slim and stylish design as steps, stairs, toe kicks, Available in a surface

Oblong Courtesy Lamps feature a and can brighten onboard areas, such as storage areas, deck fittings, and more. mount version for easy installation, once fixed, the lamps are completely sealed and highly impact resistant, allowing them to be located on the exterior or interior of your boat, in wet or dry conditions. Simply drill a hole for the cable, connect the wires, and screw the unit in place. Lamps come in white, warm white, blue, and red—polished stainless steel bezels are included. MSRP \$33.33; hellamarine.com

■ Lumitec's **SeaBlazeX** is an underwater light that features twice the useable light of their popular SeaBlaze3. Completely surface mounted, the SeaBlazeX housing is made of bronze alloy with a designed underwater service life of more than 50 years. The circuitry is self-contained and tested to rigorous military standards for EMI, transient voltages, temperature extremes, and mechanical shock and vibration. Available in blue, green, white, and random cross fade. MSRP \$429; lumiteclighting.com



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JEANNEAU

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■ OceanLED's latest **Pro Series HD Allure Lights**, Pro 50XFM and 150XFM, boast 3,000 to 6,500 fixture lumens using the latest high-definition LEDs on the market. Exchangeable from inside the hull with its simple Plug & Play system, the lights have sleek aluminum bronze housing and optical precision Grade A electrical components for maximum light output. Offering a smooth, flush profile, the Pro Series HD Allure underwater light allows for mounting

in the hull facing downward or out the sides of the boat—65-foot boats and more—providing simple solutions to create unique environments. MSRP \$1,499-\$1,999; oceanled.com



■ DRSA's Bullet Light

is a new micro-sized LED fixture that fits anywhere with ease and comes packed with a powerful light output. Completely waterproof in a stainless steel housing and prewired for easy installation, the dimmable LED Bullet Light can be used anywhere on the boat where bright light is needed including rails, overhangs, steps, ice machines, and decks. Illuminate, enhance or showcase any area. Available in warm white, cool white, blue, green, red, or amber. MSRP from \$28.50; drsa.com



■ IMTRA launches its new **Sigma PowerLED**, a dimmable LED upgrade for existing marine halogen down light systems. The Sigma PowerLED uses existing fixture locations, hole cutouts and two-wire cabling to make full-featured retrofits easy. Available in small, large and surface-mounted configurations, the Sigma series is engineered to reduce electronic interference with onboard systems. Get a hassle-free LED solution that exceeds halogen light output while consuming only 5 watts of power. MSRP \$159; imtra.com

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CAPTAIN, TEMPUS FUGIT

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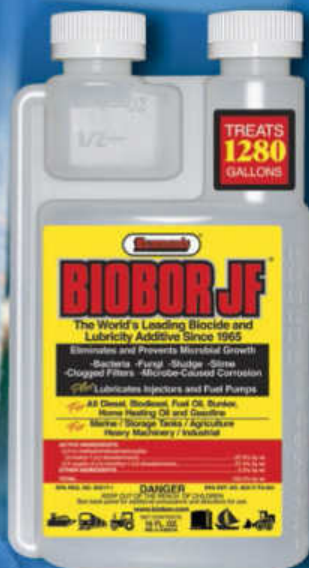
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STEM TO STERN



■ Transform your vessel into a dynamic work of art with SeaMaster Marine Products' latest **LED RGB Multi-Color Accent Lighting Kit**. App-controlled, the kit allows for tailored illumination. Each kit includes four 20-inch LED strips, 30 feet of four-conductor wire and a Wi-Fi receiver. Control and personalize light colors, program them to cycle at various speeds or have them set to a specific tone. You can also let the app randomly choose for you. Built to withstand harsh marine environments, they are waterproof (IP68) and USCG certified ignition-proof. MSRP \$449.95; seamasterlights.com

■ Bank on the power of the sun with Davis Instruments' **LightShip**, which delivers portable, solar-powered LED lighting to your boat. LightShip can be attached to the inside of any hatch, window or porthole with good sun access for all night lighting—or place it on a well-lit area during the day and move where needed at night. Easily installed by three suction cups with the solar cell facing the sun to charge the battery, the LightShip automatically switches off during the day or manually turned off to store energy. The LightShip measures 2x5 inches and weighs 8 ounces. MSRP \$24.99; davisnet.com



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■ Aqualuma's **18 Series** is the latest addition to Aqualuma's Thru-Hull range, designed to illuminate the largest superyachts. The 18 Series delivers a huge light output with a polymer housing and has the ability to be serviced from inside the vessel. The 18 Series ultra light is encased in the 12 Series housing and gives owners of the Aqualuma 6 and 12 Series the ability to upgrade without haul out. With no bonding to anodes required, the light throws a deep penetrating and wide flat beam. Available in Brilliant White or Ultra Blue. MSRP \$1,660; aqualuma.com

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AUGUST

1-3: 50th Carriacou Regatta Festival, island-wide, Hillsborough, Grenada; (473) 443-7930; [facebook.com/carriacouregattafestival](https://www.facebook.com/carriacouregattafestival)

1-15: Spicemas 2015, Grenada Carnival island-wide, St. George's Grenada; (473) 440-0621; spicemasgrenada.com

2-9: Anguilla Summer Festival, Carnival & Boat Racing, Sandy Ground, Anguilla; (800) 553-4939; ivisitanguilla.com

3-7: 2nd Annual White Marlin Open,

Harbor Island Marina, Ocean City, MD; (410) 289-9229; whitemarlinopen.com

5-9: Texas Legends Billfish Tournament, weigh-in at Virginia's Dock, Port Aransas, TX; (409) 739-4817; txlegends.com

6-9: 16th Annual Pompano Beach Saltwater Showdown – Leg 3 of 3, Pompano Beach Civic Center, Pompano Beach, FL; (954) 725-4010; saltwatershowdown.com

7-8: 14th Annual Sarasota Slam,

Marina Jack, Sarasota, FL; (941) 907-4133; sarasotaslamm.com

7-8: 33rd Annual Fernandina Beach Fishing Rodeo, Fernandina Harbor Marina, Fernandina Beach, FL; (904) 310-3300; nsfafish.net

7-10: 36th Annual Pensacola Ladies Billfish Tournament, WCI Lost Key Marina & Yacht Club, Pensacola, FL; (850) 453-4638; pbgfc.com

9: 6th Annual Alice Kelly Ladies Memorial Billfish Tournament, Pirate's Cove Marina, Manteo, NC; (252) 305-3610; pcbgt.com



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SEPTEMBER

11-14: 32nd Annual Pirate's Cove Billfish Tournament, Pirate's Cove Marina, Manteo, NC; (252) 305-3610; pcbgt.com

15: 10th Annual Anchorage Aweigh Fishing Tournament, Anchorage Park Marina, North Palm Beach, FL; (561) 841-3380; village-npb.org

16-21: 24th Annual MidAtlantic, Canyon Club Resort Marina, Cape May, NJ & Sunset Marina, Ocean City, MD; (609) 884-2400; ma500.com

19-23: 21st Annual Emerald Coast Poker Run, Fort Walton

Beach, FL; (850) 224-2653; emeraldcoastpokerrun.com

22: 3rd Annual Treasure Coast Bonito Blast, Manatee Island Bar & Grill, Port Salerno, FL; (772) 634-2962; treasurecoastbonitoblast.com

22-23: 5th Annual Virgin Island Billfish Tournament for Haiti, Red Hook, St. Thomas, U.S.V.I.; (340) 998-3446; caribbeanrose.org

8-13: 38th Annual Cannes International Boat & Yacht Show, Vieux Port & Port Pierre Canto, Cannes, France; cannesyachtingfestival.com/GB.htm

10-13: 15th Annual Hatteras Classic Club Rendezvous, Port Annapolis, Annapolis, MD; (610) 453-5964; hatterasclassicclub.com

Do you have an upcoming boat show, regatta, race, tournament, rendezvous, seminar, or other boating event to promote? We welcome the submission of press releases and high-resolution photos for appropriate marine-related events. Events must be submitted for consideration no less than two months prior to the event date. Send press releases to Southern Boating, 330 N. Andrews Ave., Fort Lauderdale, FL 33301 or via e-mail to sbletters@southernboating.com.

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Chesapeake & Mid-Atlantic Report

Fishing tournament raises money for cancer research.

Women looking to get in on the fishing opportunities in the Virginia Beach area can join the fun at this year's Wine, Women and Fishing tournament August 15-16 at Southside Marina. Hosted by the Chesapeake Bay Wine Classic Foundation, the fundraiser has raised more than \$300,000 for breast cancer research at the Eastern Virginia Medical School. Women of all levels of fishing expertise are welcome.

Registration and a captain's meeting will be held from 5:30PM to 7:30PM Saturday with the fishing on Sunday beginning at 8:30AM. Scales open at 5PM, while the dock bash begins with an awards ceremony, music and dinner from 7PM to 10PM.

will present watercolors, oil and acrylic, graphics, drawings, photography, jewelry, sculpture, and pottery. The show runs from 10AM to 5PM Wednesday, and 10AM to 4:30PM Thursday. darearts.org

Manteo offers plenty of transient dockage at its waterfront marina, and the walkable historic town flaunts restaurants, museum, historical attractions, and shops with nautical flair. Shallowbag Bay Marina provides a modern full-service marina with transient dockage for boats up to 65 feet.

CBPBA cruise

The Chesapeake Bay Power Boat Association's destination cruise to Lowe's Wharf on the Eastern Shore of Maryland's Bay Hundred peninsula is August 22-23. Lowe's Wharf is located between St. Michaels and Tilghman Island and offers waterfront guest rooms, a restaurant, patio bar, ship's store, marina, and activities such as charter fishing, sunset cruises, crabbing, kayaking, bicycling, bonfires, volleyball, cornhole toss, and billiards. Alternately, just relax on the private beach and watch the sunset.

Mooring balls and transient slips (4' 5" depth) are available. The marina offers gas and diesel, Wi-Fi, showers, and a pump-out station. cbpba.com

Music all week long

Chesapeake Beach Resort & Spa on the western shore of the mid-Chesapeake offers live music daily this summer through September 24th—cover charge is from \$5 to \$59 depending on the band. Scheduled groups in August include Roger McDuffy, Memories of the King (an Elvis tribute), Great Train Robbery, and Sons of Pirates (a Jimmy Buffet tribute). Marina guests enjoy full privileges at the resort, which include showers and laundry facilities, use of the fitness center and sauna, a business center, spa, and a heated indoor pool. chesapeakebeachresortspa.com

By Christopher Knauss



The annual Wine, Women and Fishing tournament is a fundraiser for research at the Eastern Virginia Medical School and has raised more than \$300,000 for the fight against breast cancer.

The event includes a variety of wine seminars and bourbon tastings. You can also shop for artwork, jewelry and accessories from the Bling Lady. cbwc.org

Art on the waterfront

The 34th New World Festival of the Arts is set for August 12-13 on the waterfront in downtown Manteo on North Carolina's Outer Banks. The show will exhibit original works from 75 East Coast artists including more than a dozen new artists who

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Southeast Seaboard News

No anchoring woes in Florida for now

There's cause for celebration for cruisers! The Florida legislature adjourned in April with no anchoring encumbrances in Florida waters. The anchoring restrictions of SB 1548 did not become law thanks to much effort from several municipalities, businesses, boating organizations, and cruisers. The Anchoring/Mooring Pilot Program continues and anchoring restrictions, if any, are not expected until 2017.

A full-time bridge tender now watches the New River Railroad Bridge on the busy New River in Fort Lauderdale as part of a six month test ending October 16th by the U.S. Coast Guard to address boaters' concerns about All Aboard Florida's plans to run more than 30 trains a day. The tender communicates



BAHIA MAR RESORT AND YACHTING CENTER

with mariners over VHF channels 9 and 16 and telephone number (305) 889-5572. A countdown clock with flashing red and green lights posted at the bridge with horn soundings notify maritime traffic of train approach and bridge closure.

Sailfish Marina of Palm Beach Shores, Florida considers more than a dozen tiki barges used for weekend celebrations on the ICW to be hazardous. The barges are abandoned during the week and have caused more than \$200,000 worth of marina damage when torn from their moorings. Hurricanes are the usual culprit although barges break free even in calmer conditions. County commissioners want to regulate and ensure proper securing of the barges

for the safety of the marina and partygoers. Since barges aren't motorized, mooring access similar to those afforded boats may not be given.

Uber for boats is coming to Florida. Coastalyfe, which originated in St. Petersburg in May, uses GPS technology to connect riders with drivers who pick passengers up in their personal boats. "As soon as you start the ride, there's a \$7 flat rate. Then, for every mile you travel it's \$2.97, and for every minute it's 37 cents," says CEO Cliff Nees. Drivers are vetted as with Uber. Boats need to be 18-20 feet, less than 20 years old and in good condition. Rides are not booked in advance but are on demand.

Coastal communities dependent on oyster, scallop and clam harvests in North Carolina and Florida are at economic risk from excessive carbon intake in mollusks. A nationwide study published on February in Nature Climate Change showed vulnerability in 15 states. Ocean acidification—the result of oceans absorbing increasing amounts of carbon dioxide from burning fossil fuels and agricultural runoff—harms mollusks. The problem has already greatly affected the oyster industry in the Pacific Northwest. Although reducing carbon emissions is the ultimate solution, other remedies include reducing agricultural runoff, diversifying fishing fleets, developing aquaculture in untainted waters, creating early warning systems, and cultivating acidification-resistant species.

The welcoming party continues for mariners at Mariners' Wharf Park in Elizabeth City, North Carolina, with the Downtown Waterfront Market on Saturdays 9AM-1PM through October. The market offers fresh, homegrown produce, baked goods, flowers, and crafts. Mariners' Wharf provides free dockage with enhanced facilities and cruisers are still greeted with free wine-and-cheese dock parties. For details and to receive the special brochure for boaters *Cruise the Carolina Loop* visit discoverelizabethcity.com.

By Nancy E. Spraker

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Bahamas Update

Spanish Wells Marine skiff

For those who want to own a really fine boat and be part of a Bahamian tradition, Spanish Wells Boatworks of Riviera Beach, Florida, has reintroduced the Spanish Wells Marine skiff. In the 1980s Chris Morejohn designed a 19-foot improved version of the Albury speed boats that were then the primary outboard skiff of the Spanish Wells fishermen. More than 150 boats for the Spanish Wells fishing fleet, other fishermen and amateurs were built. About 15 years ago it became too expensive to build these boats in Spanish Wells, and many of the crawfishermen were pushing harder in rougher weather and wanted larger boats. Spanish

the same general hull shape, but they are built lighter and out of better materials. They also have a raised interior deck to make the boat self-bailing and provide for larger tanks. All the boats are semi-custom, so there are a variety of great ways to outfit the boats.

The Marina skiff is among the finest kind of boats for The Bahamas, and it is wonderful to know it has been reborn with significant improvements. spanishwellsboatworks.com

Guard Your Health

Medical facilities in The Bahamas and Family Island clinics—which provide good, basic care—continue to improve. On the advice of a Family Island clinic's doctor, I recently flew to Nassau and received excellent care in the emergency room of Doctor's Hospital. Make sure to check with your insurance for international coverage.

Cruisers should always be prepared to administer first aid and CPR training. At least two people on board should have some level of medical training in the event the medically trained person requires emergency assistance. Start with

the basic Red Cross courses and certificates. If you have unusual medical conditions or are planning an extended ocean voyage, you may want further training and knowledge.

Continued

By Stephen Connett



MICHELLE MAKMANN

New Spanish Wells Boatworks skiff

Wells Marine stopped building and fishermen began to switch to Pangas and Makos—though there are still plenty of Marine skiffs in service.

The molds for the Marine skiffs were sold and had a checkered history, but they were recently recovered and refit by Spanish Wells Boatworks. The new boats have

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Many medical kits are available (West Marine offers a good range for coastal and offshore waters). Your kit should contain a first aid manual and a comprehensive book such as The Ship's Medical Chest and Medical Aid at Sea.

Discuss your trip with your family doctor, who can give you advice on your individual risks and special needs. This is especially important for people with chronic conditions such as diabetes, heart disease and allergies. Plan for the proper supply of prescription medicines and inquire about defibrillators, oxygen, IVs, and other advanced supplies you might need.

Communication is critical. Be certain to have emergency contact numbers on hand and at the ready such as the U.S. Coast Guard (305) 415-6800 or the Royal Bahamas Defense Force (242) 362-2494.

Going through the "what ifs" can be an effective exercise. What if the Captain is completely disabled? What if someone has a heart attack? What if someone sustains a spinal injury? What if our vessel is struck by lightning and we lose installed communications? Plan and gain more confidence as you depart familiar shores. The better prepared you are, the more you can enjoy cruising.

Ongoing Upgrade

The Bimini Big Game Club Resort & Marina has completed the first phase of a \$5.6 million renovation that includes the construction of a new and larger family pool and the refurbishing of the 75-slip marina (docks A and B), among other major improvements. With a new mantra that reflects its facelift—"Come on in—the water's fine"—the Bimini Big Game Club Resort & Marina, just 50 miles away from South Florida, has long been a favorite destination for those looking to experience Bimini's true island feel. A second phase of work, that will include the re-build of a C dock, is scheduled to be completed in the fall. biggameclubbimini.com

Beachcombing

Beachcombing is especially fun in The Bahamas. Take a heart-healthy walk on a gorgeous beach and look for the rare, the common and the beautiful. Search the wrack and intertidal zones for sea beans, shells, sand dollars, sea glass, and the elusive glass ball. Don't take any living organisms. Shelling is not allowed

in national parks, but that leaves hundreds of miles of beaches. There are shelling fanatics who play the



Queen Helmet (*Cassis madagascariensis*)

tides, take only prime specimens, and have spectacular collections.

Navigation Notes

Cape Eleuthera: Only the small red and green buoys at the entrance are still in commission. There are no range markers. The entrance is on an easterly heading and easy to see in daylight. The marina can be entered at night with care and a good radar.

Spanish Wells: The western entrance to the harbor is well marked and the channel is kept clear by a lot of commercial traffic. The marker pole at the north end of the channel is bent over but still visible at high water. The eastern entrance is missing several poles, but the channel is easy to see in daylight. The vertical I-beam off Ridley's head has rusted off down low and can barely be seen at high tide. It is doubtful whether the channel through the Devil's Backbone to Harbour Island will ever be properly marked again. A local pilot is cheap insurance since they know the shifting sands and, most important, when and when not to make the passage through this area known to be frequently difficult to cruise.

Bimini: The channel into Bimini is generally well-maintained, but the markers are not always reliable. Be prepared and allow for the current. The channel up to the Resorts World Marina is well-marked and dredged to 12 feet. The entrance through the jetties into Bimini Sands was dredged in January, but it is best to call the marina office before making your approach. 🐟

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Caribbean Currents

Head south to the Aruba Regatta.

Big boats, beach cats and board sailors will all find a class in which to compete at the International Aruba Regatta set for August 14 to 16. An 80-plus boat fleet is expected with sailors flying in from Bonaire, Curaçao, Venezuela, the United States, Belgium, and the Netherlands. The action takes place off Surfside Beach located between the Queen Beatrix International Airport and the island's capitol of Oranjestad. Last year's additions of stand-up paddleboard and micro-boat races as well as a self-built boat demonstration and race are set to continue. "One of the things that makes this regatta special is that all courses, which are short and geared

28th and 29th to be held out of IGY's American Yacht Harbor Marina, on St. Thomas, U.S.V.I. "Fishermen in this two-day tournament, which is held in tandem with the USVI Open/ Atlantic Blue Marlin Tournament (ABMT), can score points by catching the Virgin Islands 'Big 5'—blue marlin, white marlin, sailfish, wahoo and yellowfin tuna—on stand-up light tackle," says Tournament Director Jimmy Loveland. "There will be best team prizes for the top three teams with the most points and a Best Angler prize." Entries are expected from the B.V.I., Puerto Rico, the Dominican Republic, St. Martin, and the U.S. mainland. Several center consoles are available

for charter from outfits such as Ocean Surfari, Capt. Alvin and Offshore Adventures. The 'Wet N' Wild' Center Console Tournament is part of MarlinFest, a week of fun activities around the ABMT that includes an arts and crafts festival, chowder competition, golf tournament, beach BBQ, and daytrip to the BVI. abmt.vi

New Boatyard in Grenada

The Clarke's Court Boatyard & Marina has been redeveloped into a major yacht storage yard under new ownership. Located on Grenada's southern shore east of the capital of St. George's, the yard can haul vessels up to 242 tons with a 39-foot beam and store up to

400 yachts at a time on the hard. A soft opening happens this month, while Phase I will be completed shortly after. This includes the haul-out slipway, reinforced load-bearing track, concreting of the main storage area, washrooms, and service building that will house the chandlery. The build-out of Phases II and III, which includes development of the marina and construction of a restaurant, swimming pool and accommodations, will follow over the next few years. Call (473) 439-3939; info@clarkescourtmarina.com

By Carol Bareuther



Large Sailing Group of the Aruba Regatta

toward competitive sailing, are in sight of the regatta beach. This makes it possible to follow the races from the shade of the beach tents with a beer in your hand!" says organizer Eric Mijts. Shoreside activities include food, live music and entertainment at the Regatta Village on Surfside Beach. aruba-regatta.com

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East Gulf Coast Report

Dauphin Island Race tragedy

More than 100 sailboats headed south in Mobile Bay for the 57th running of the Dauphin Island Regatta on April 25th. The race—hosted by a syndicate of the Fairhope, Mobile and Buccaneer Yacht Clubs—is a tradition in South Alabama and is considered to be more of a fun and less serious regatta. As such, the 17 nautical mile race sailing south to overnight parties and events on Alabama's barrier island not only draws experienced racing crew from the region but also skippers and teams that may only take their boats out once a year. In the regatta's heyday in the

that was spread throughout the bay racing, returning to home port or tying up at the giant raft-up on Dauphin Island. The storm moved over the fleet at 60 knots with an initial windblast of 70 knots and caught many of the vessels in open waters. For more than 30 minutes the crews battled a sustained breeze of 50 knots and seas that kicked up in only minutes to 8 feet in the shallow bay. Docked vessels were ripped from their moorings.

In the aftermath, 10 sailboats from 20 to 27 feet in length were sunk bringing a total of 40 souls into the

water. Most were rescued by their fellow competitors, who, along with the U.S. Coast Guard and multiple other agencies, patrolled the bay for hours in what became an exhaustive search. A local fisherman who was on the bay, along with many others, was also lost and brought the death toll to six.

U.S. Sailing Olympic Team Boatwright Donnie Brennan, who has sailed in this regatta for more than 20 years, was racing with friends that day when they were caught returning home among many of the slower keelboats still finishing the race. "Mother Nature keeps preaching to us over and over

again this same lesson and I don't know why we have to keep relearning it. Safety is always first. Always have life jackets on or nearby, take down the sails and close the hatches because in that first gulp of water, 250 gallons go into the boat, and in the second it's 400 gallons. For the third gulp, the boat goes to the bottom," Brennan said, who along with his fellow crewmembers pulled two people from the water that afternoon. One was wearing a lifejacket and the other, in severe distress, was not.

By Troy Gilbert



Mobile Bay from the piers of Fairhope on a quieter day

80s and 90s, upwards of 400 boats would participate.

Under no weather warnings or watches, the regatta started about an hour and a half late due to miscommunication and a very common general recall for one of the starts. While there was a storm front moving toward Mobile Bay, the very weather-aware boaters and the Race Committee sailed in a steady 15-16 knots of breeze under overcast, yet non-threatening skies.

Three and a half hours after the race started a supercell thunderstorm exploded and slammed the fleet of boats



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West Gulf Coast Report

Texas floods

Texas set record-breaking rainfall in May with a month-long deadly deluge of seemingly biblical proportions. Perhaps the one positive takeaway, as residents begin to put their lives back to normal, is the subsiding of extreme drought conditions that were plaguing the state.

Lake and reservoir levels are slowly returning to normal, which bode well for this fast growing state, the environment and boaters since for many in Texas, boating is a way of life.

Lake levels across the state have been at perilous and exceptional lows for the past few years. Many boat ramps and marinas were left high and dry, while boaters' safety was becoming an issue in some places as boats were

Let's hope this will signal the end of the drought for Texas and along with it the return of its unique boating culture and people back out on the water.

Kemah boardwalk

Those last few steps in the sands and dives in the waves of the Gulf of Mexico on Galveston Island are approaching fast as there are only a few weekends left to take the kids out boating and allow them to create great memories and stories that last throughout the school year. Kemah's Boardwalk is an easy day or weekend boating trip for most residents in the Houston area and an ideal family-friendly way to close out the summer.

Located on Galveston Bay, Kemah's Boardwalk has a full-service marina catering to transients looking for endless dockside dining, outdoor concerts and a carnival-like atmosphere for the kids. Filled with rides, the Boardwalk draws in families from the Houston area, where there's no better way to visit and escape traffic than by boat. Transient boaters can find slip space at the marina from 30-50 feet. Reservations are advisable.

In August, live salsa bands wander the boardwalk and add to the excitement of the carousel and other rides. As the sun sets, parents can enjoy the atmosphere or savor fresh local oysters and redfish from their choice of six waterfront restaurants. Whether you stay on

board your boat or get a room at the Boardwalk Inn, the Kemah Boardwalk is an easy weekend getaway and a world away from the start of the school season. It might also stimulate you to untie those lines and become even more adventurous in exploring Texas' sprawling Gulf Coast. 🦋

By Harlen Leslie



TROY GILBERT

Ominous clouds over Texas

hitting shallows or newly exposed debris causing significant damages to hulls or engines. Rivers and creeks dried up and without the influx of fresh water into the estuaries along the Gulf, these nursery grounds for redfish, speckled trout, black drum and flounder have been in severe distress. The \$17 billion tourism economy—much attributed to the appeal of Texas' lakes and Gulf Coast—showed signs of sluggishness.

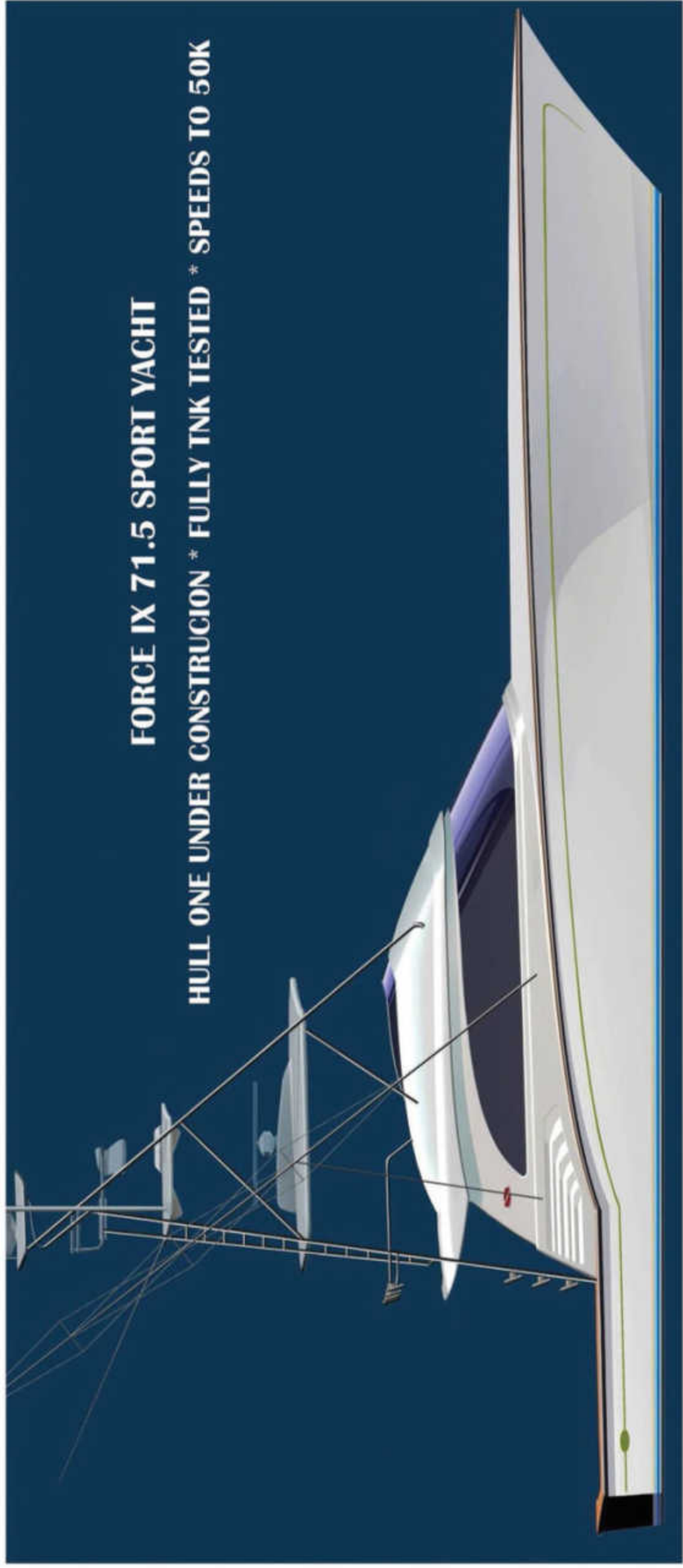


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Tarnished Rings

Could dirty waters threaten the next Olympic sailing venue?

Debate rages around the choice of venue for sailing and windsurfing events at the 2016 Olympic Games in Rio de Janeiro, Brazil. With Rio's famed Sugarloaf Mountain in the background, Guanabara Bay has been alternately castigated as a cesspool and praised as an ideal and stunningly gorgeous racetrack for a variety of popular classes, including Lasers, Stars, Optimists, RS-X windsurfers, and Snipes.

Last year, raw sewage, animal carcasses, scores of dead fish, and miscellaneous garbage and debris big enough to damage boats showed up in the bay much to the chagrin of Brazilian officials. Then in late 2014, rumors of a "super bacteria" plaguing Guanabara began to circulate. (The news even made *Saturday Night Live*'s "Weekend Update," and the super bacteria was revealed to be none other than grimy pop star Kid Rock.) Compounding the problem is the sullied reputation of nearby Flamengo Beach, which, according to *The Washington Post*, has been deemed safe for swimmers just four times in 2015. "You're going to put high-performance athletes in this water that isn't even water; it's a toilet," biologist Mario Moscatelli told CNN.

"It is dirty," Brazilian Olympic windsurfer Ricardo Winicki said of the bay in an interview with *The Post*. "It is one of the dirtiest places—and one of the most beautiful." Therein lies the paradox at the heart of this Olympian argument.

The Games have become as much about optics as sport. The 2008 Summer Games in Beijing—and to a lesser extent, the 2014 Winter Games in Sochi—upped the public relations mission of the Olympics to dizzying new heights.

Lost in the noise and posturing for the cameras, like so much flotsam and jetsam, are the voices of the athletes. Unfortunately, sailing is one of the least popular, most TV-unfriendly and therefore, anonymous Olympic sports. We can rattle off the names of medal-laden stars like gymnast Mary Lou Retton and swimmer Michael Phelps years, sometimes decades, after their

ascendancy, but good luck viewing a televised Olympic sailing event or interview with a sailor.

While the International Olympic Committee lobs attacks at the Brazilian government—bloggers like Chicago-based Glenn McCarthy post hysterical, belligerent rants urging Olympic organizers to "drop on your sword" and claim that an Olympic sailor surely will be killed by pollution during the Games—the athletes representing the sailing nations of the world do what they always do: go about their business, with an eye on the wind and water instead of the headlines and rumor mill.

"Just fine" is how New Zealand 470 sailor Jo Aleh tersely rated the conditions in Guanabara Bay in August 2014, when *Reuters* interviewed her during a weeklong test regatta at the venue. "There was a lot less rubbish in the water than there was a year ago."

It's unfortunate that Olympic sailing continues to make the news for all the wrong reasons. A similar kerfuffle over water quality erupted in the run-up to the 2008 Games, when a red tide threatened the sailing venue at Qingdao, China. But with a little luck, and hopefully cooler heads, we'll be talking about the real story—the sailors—this time next year.

Southerners Cross Border for Pan Am Games

Southern sailors, particularly Floridians, were well represented at the 2015 Pan Am Games last month in Toronto. Paige Railey of Clearwater competed in the Laser Radial division, Augie Diaz of Miami was part of the Snipe team, and Conner Blouin of Tampa sailed in the Sunfish fleet. The men's RS:X division included Carson Crain of Houston. Several different race courses were set up in Toronto Harbor and Lake Ontario, and the finals of the medal round as well as the medal ceremonies took place in the spectator-friendly inner harbor, visible from downtown Toronto's Sugar Beach. For results visit toronto2015.org.

By Brian Hartz

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Top 10 Diesel Basics

Captain Kirk had it easy. When the starship Enterprise failed to achieve warp speed (or even impulse drive) due to faulty magnetoplasmadynamic thruster, he simply pushed a button and yelled for Scotty. But what if there's no chief engineer on board to save the captain's bacon when things mechanical head south? For those of you who don't know a lift pump from a dilithium crystal, here's a "by the numbers" look at diesel engine basics every boat owner should know before boldly going away from the dock.

1. Raw water seacock and strainer

Marine diesels have cooling systems just like their terrestrial counterparts, however instead of air they use the water your boat is floating on (via a heat exchanger) to keep things cool. The seacock is simply an on/off valve located at the through-hull that lets you provide "raw" water (i.e. the water outside the hull) to the cooling system or shut it off when the engine is not in use or in the event of a problem (ruptured hose, etc). The strainer is located in line between the seacock and engine raw water pump. Its purpose is to prevent debris and other stuff from reaching the engine where it could cause clogs and overheating issues. The bowl of the strainer should be clear, which allows you to see if it's dirty or clogged.

2. Raw water pump

Like the name implies, it draws raw water in and pumps it through the open or raw water side of the engine's cooling system. Inside this pump is a replaceable rubber impellor, the vanes of which can fail and break off due to age or overheating when running the pump dry. (Forgetting to

open the engine raw water seacock is a common cause of this.) Opening the engine raw water seacock prior to cranking your engine and checking the exhaust for ample water discharge after starting are two important items for every boat owner's engine startup checklist.

3. Coolant system (fill and reservoir)

Like the radiator in your car, the closed cooling system of your engine contains and circulates coolant (aka antifreeze) throughout your engine to keep it cool.

Reservoirs allow you to check coolant levels at a glance.

4. Primary and secondary fuel filters



Fuel filters keep gunk from reaching your engine and can clog if you take on bad fuel or when sediment in your tank is stirred up due to rough conditions. Primary filters typically located external of the engine on a bulkhead contain replaceable filter elements. Most have a clear

Continued

By Frank Lanier

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bowl, providing you a visual cue as to the condition of the fuel. Secondary elements are mounted on the engine and are normally a screw-on, cartridge type.

5. Fuel lift pump

Practically every diesel engine has one. It lifts fuel from the fuel tank, pulls it through the primary fuel filter, then pushes it through the secondary fuel filter and into the fuel injection pump, which then sends fuel to the individual cylinders for combustion. It's also where the manual, hand-priming lever is normally located, which allows you to bleed air from the fuel system.

6. Air filter

A diesel engine needs two things at a minimum to run: clean fuel and air. The air filter (aka silencer) keeps your engine from ingesting airborne dirt and grime. A clogged air filter means loss of clean air for combustion, which can lead to any number of problems, from sputtering and loss of power to engine stoppage.

7. Battery and primary switch

You need power to start your engine, and that comes from the starting battery. It can be a single battery or a battery bank, which is simply two or more batteries connected in parallel to mimic a single, large battery. Most boats have fixed voltage meters installed typically at the main DC control panel to help monitor battery charge, however, a handheld multi-meter can be used as well. The battery switch allows you to turn battery power to the engine on or off.

8. Alternator

The power you need to start your engine comes from the batteries, but it's the alternator that keeps the batteries fully charged and ready. Alternators are powered by the engine via a pulley and belt system. (Newer engines use a serpentine belt rather than the old V-belt found on Grandpa's '53 Buick.) If the belt fails, the alternator stops charging the batteries, which in turn will eventually discharge and fail to start the engine.

9. Starter

Another easy one that does just what it says, which is crank the engine using power from the battery until it starts.

10. Dipstick

No, not you—the devices that let you check the oil levels in your engine and reduction gear (aka transmission), something that should be done religiously prior to each engine startup. 🛠️

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Technology allows you to track your boat's status and location 24/7.

While keeping an eye on your boat at all times may not be possible unless you're cruising with her, advances in technology enable a certain peace of mind while you're apart.

If wireless monitoring systems for your boat aren't quite new, today's myriad of trackers on the market can provide you with no-nonsense elementary security or more sophisticated and customizable systems that will, among other things, keep track of your boat's vitals and alert you if she were "flat lining" or taking off without you. In other words, you get to be very picky with what you install.

If you're not much of a computer wiz or simply don't want to be encumbered with that kind of technology—and your main concern has to do with trespassing—a simple door/hatch sensor triggering an audible alarm when the cabin door or the hatch cover is opened (just like it would at home) might do just fine. With some systems you'll get a phone call, a text message or even an email letting you know that there might be trouble on board—many can be configured to notify other people as well such as partners, family members or friends.


High water/bilge and battery sensors may be worth looking into as more vessels sink at the dock while unattended than while cruising and manned. If you don't live near the dock and can't find time in your busy schedule to pass by for a check-up—or can't get anyone to do it for you—this might be the solution to avoid the unpleasant sight of finding your boat going under.

Perhaps that's where the power of technology and instant gratification through online data access and feedback—however addictive checking up on your boat's well-being

may become—should seriously be considered. And if you're the kind who can't put their smart phone down, you're in for a real treat.

Monitoring systems such as Yacht Watchman enable owners to keep an eye on their vessels from anywhere in the world. It monitors your boat's vital systems including the aforementioned high water, batteries, shore power, temperature—in some regions it's imperative to know when temps are getting to dangerous extremes—and ignition/motion detection. Yacht Watchman offers various systems that can suit different vessels and their owners' needs.

The Yacht Sentinel, dubbed by the company as your "virtual crew member," will provide you with all the above-mentioned features as well as geo fence mooring alarms. All alarms include latitude, longitude, Course over Ground (COG) and Speed over Ground (SOG), which could be of much help to catch thieves who took off with your boat or to monitor the whereabouts of an errant teen who's cruising with her. The Yacht Sentinel works best for 21 to 40 footers such as large center consoles, cruisers and sailboats. Download the app for simple and easy monitoring—features include clear on and off controls, user-defined alarms, and a map of your boat's status. MSRP is \$967.49. yachtwatchman.com

Other systems will alert you to smoke and fire, set up a camera for live feeds, or control domestic devices remotely to turn on the air conditioning, refrigeration systems, watermaker, and icemaker to prime the boat for cocktail hour or host the ultimate party. How's your boat doing now? 

By Nathalie Gouillou



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Three emergency engine repairs for every boat owner

Although today's engines are more reliable than ever, the sheer number of tow boat operators attests to the fact that Murphy's Law is still alive and well in the nautical realm.

Stuff happens on the water and when it does, it's typically far from any type of ready assistance. To gird your loins in preparation for battle against breakdowns that can ruin a day on the water, here are three emergency engine repairs all boat owners should be able to accomplish.

Replace a faulty belt.

While that squeal coming from your engine compartment may sound like a scene from *Deliverance*, it's likely your boat's way of saying the alternator belt needs replacing. A deteriorating belt will show signs of fraying or cracking, which can usually be seen without removal with a flashlight (and hand mirror if needed). If there are other indications of damage due to misalignment, use a straightedge to verify all pulleys are square.

When installing a new belt, study the routing of the old belt prior to removal (if intact and still in place). Don't be afraid to make a sketch or take a few photos for reference. If the old belt has self-destructed, verify routing of the new belt by consulting the engine manual. Removal of an existing belt (or replacing a broken one) will typically involve loosening some component (such as the alternator) then re-tensioning and tightening it after the new belt is in place. Once installed, use your thumb to apply moderate pressure halfway between pulleys—the belt should deflect around 3/8" depending on its length. Be sure to follow your engine manual for specific guidelines.

Bleed a diesel fuel system.

Any time you open the fuel line between tank and engine (changing a fuel filter, for example) air enters the line. In many cases this air has to be removed or "bled" from the line so that it doesn't

block the flow of fuel to the engine. While your engine manual will provide the procedure for your specific engine, here are some general steps:

1. Locate the lift pump and manual fuel pump lever. (If it's not readily apparent, use the engine manual. You can also often find it by tracing out the fuel line.)
2. Loosen the bleed screw on top of the secondary filter while operating the pump. (You only need to loosen the screw slightly, not remove it completely.) Place a container beneath the filter beforehand to catch any spilled fuel.
3. Begin pumping the manual pump and continue until all bubbles are gone and only clear fuel weeps from the hole. Tighten the screw before you stop pumping.
4. Repeat the pumping procedure, only this time loosen the fuel line fitting at the injector pump half a turn, then tighten as soon as clear fuel is ejected. Follow the same procedure at any other locations specified by your manual.
5. Try cranking the engine. If it fails to start after 10 seconds or so, go back and check to make sure everything is tightened properly.

Change out a raw water pump impellor.

As impellers have a limited lifespan, the best way to avoid the collateral repercussions of impeller failure is routine impeller replacement before failure. Use your boat engines' hours as a replacement guide, however many boat owners simply replace it annually and keep those replaced in good condition for emergency spares.

1. Close the engine raw water seacock.
2. Place a shallow pan or spread an old towel beneath the pump to catch any wayward parts.

Continued

By Frank Lanier

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3. Remove the screws that hold the pump's cover plate in place. Installation of a quick replacement cover such as the Speedseal Life kit (speedseal.com) will speed this up immensely.
4. Carefully remove the cover itself to expose the impellor. If the cover is stuck, gently pry it free being careful not to bend or

damage it. Inspect the cover for distortion, scoring, etc., and if damaged make a note to replace it as soon as possible.

5. Remove the sealing O-ring or paper gasket (depending on the model). O-rings in good shape can be reused in a pinch, but replacement is the best policy.


6. Next up is pulling the impellor. If the impellor has a rubber plug in the center, pry it out with a small screwdriver to see how the impellor is attached to the shaft. Most just slide on although some may use a through-bolt or set screw, which will have to be released prior to impellor removal. Speaking of removal, you may be able to simply grasp two impellor vanes on opposite sides (using your thumb and forefinger) and pull/wiggle it out. If that doesn't work, try working it out using two flathead screwdrivers placed on opposite sides—be careful not to damage the flat face of the pump housing. Another option is using Channellock pliers to grip the impellor hub and wiggle it free.

7. Once the old impellor is removed, grease the vanes of the new unit and wall of the pump chamber. Most impellor kits will include a small tube of lube, but petroleum jelly will also work.

8. Slide the impellor onto the shaft. Folding the vanes while inserting it with a slight twisting motion may make this easier. If you can install the vanes in the proper direction great, but if not they'll arrange themselves with the first revolution of the impellor.

9. Push the impeller firmly into place, then tighten the setscrew or reinstall the through-bolt or hub plug.

10. Install the gasket or O-ring (as per the impellor kit instructions), and screw the cover back into place.

11. Open the seacock, then start the engine and check the exhaust for proper water flow. Check the pump and verify no leaks are present. 



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Yard Tales

Hard work, dedication and patience give boats a second wind and owners a chance to keep cruising the waters at their helm.

Perhaps it's old age or the aftermath of some misfortunes. Perhaps it's the yearning for an upgrade or the wish to have something truly unique. Whatever it may be, there comes a time in the life of a boat where a refit is in order. It's a labor of love that teams boat owners with top-of-the-line shipyards to bring new life to vessels. These are four of their stories.

Asha

When Keith Mortensen bought *Asha*, a 90-foot Palmer Johnson motoryacht in Palm Beach, Florida, in August 2014, he knew what he wanted. An experienced cruiser,

he had taken his 73-foot Outer Reef up and down the East Coast and from The Bahamas to the Canadian Maritimes. Now he was looking for an even larger yacht for longer voyages. *Asha* seemed just right. In fact, she had already gone around the world. "It was a proven bluewater boat," Mortensen said.

But *Asha*, built in 1992, was also in need of a refit. "She was fine if we just wanted a marina queen," Mortensen said. "But we wanted an expedition yacht. We use the boat." Mortensen had heard about the major refit that Front Street

By Peter A. Janssen



LYMAN-MORSE BOATBUILDING CO. PHOTOS



Left: Laissez Faire, with her stunning Awlgrip Vivid Red hull, comes out of Lyman-Morse yard. Above: The yard pulled Laissez Faire's engines and sent them to Billings Marine for a rebuild.

Shipyard in Belfast, Maine had completed three years ago on *Stoneface*, a 106-foot Burger built in 1978, and he made some phone calls. Soon, he, too, was headed for Front Street.

Front Street was founded in 2011 by four experienced Maine builders under JB Turner, formerly of Lyman-Morse, on a six-acre property with 1,500 feet of waterfront in downtown Belfast. The yard has grown to become one of the largest yacht facilities in New England, with 110 workers, a 485-ton hoist, a 165-ton Travelift, and the capacity to work on yachts up to 200 feet. In 2013, the Boat Builders and Repairers Association named Front Street the Boatyard of the Year. A custom builder, boatyard, marina, and service facility, Front Street has the capability to do everything—composites, carpentry, metalwork, coating, finishes, fabrication... whatever—which was very appealing to Mortensen.

To prepare *Asha* for extended cruising, the yard replaced all the hydraulic fittings and hoses, refurbished the shafts, flexible couplings and props, added a stern thruster, rebuilt every single pump, rewired the electrical panel, cleaned and recoated the water tanks, upgraded the electronics, and added redundant systems. To make living aboard more pleasant, Front Street put in a new teak and holly sole in the galley, built a new set of teak spiral stairs, installed new granite countertops in the galley and the master head, new stonework in both showers, a heated tile floor in the master head, varnished the wood headboard and countertops in the owner's cabin, and updated the appliances.

Asha was at Front Street for six months, and Mortensen drove up from Portsmouth, New Hampshire, every week. "When it was all done, I actually was sorry to be leaving the yard," he said. "That's the highest compliment I can



Ongoing work and refit of Asha during her six-month stay at Front Street Shipyard in preparation for extended cruising

give. And the quality of all the work is phenomenal. The boat's beautiful."

His advice for other owners thinking of a refit? "Plan on spending more than you think. When you start tearing things apart you don't know what you're going to find. But building a new boat from scratch would be far more expensive and it would take at least two years. A refit is faster and less expensive."

Front Street Shipyard

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Laissez Faire

It's hard to think about ordering a major refit for a Hinckley. After all, Hinckleys are pretty nice to begin with. But even Hinckleys get old, and after a while an owner might want to update things a bit.

The owner of *Laissez Faire*, a Hinckley Talaria 40, knew just what he wanted: a boat that didn't look like and that would be faster than any other Hinckley. The experienced owner knew just where to go: Lyman-Morse Boatbuilding Co. in Thomaston, Maine. Lyman had taken care of all his other boats and had repainted *Laissez Faire's* hull a head-

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turning Awlgrip Vivid Red, with a double white boot stripe in the spring of 2014. But the owner uses his boats, and he wanted to take longer cruises on the Hinckley, perhaps up to the St. Lawrence and the Down East Loop, so he entrusted Lyman with a complete refit.

On the waterfront at the protected top of the St. George River, Lyman-Morse is a well-established Maine stronghold that can do everything from new builds to refits including fabrication, painting, carpentry—just about anything you'd need. With *Laissez Faire*, the owner's charge was to upgrade the boat mechanically "from soup to nuts," said Ted Smith, the Lyman-Morse service manager.

The boat was built in 2004, and its twin 440-hp Yanmar diesels had 1,000 hours. "I was worried about the engines running into some issues," the owner said. "Age wears parts like belts, hoses, fluids, and filters. When that occurs there may be mechanical areas of the engines which suffer but go undetected until they fail." He also wanted to add 3 knots to the boat's top speed of 33 knots.

The yard sent the engines to Billings Marine for a rebuild and servicing. Lyman installed larger fuel lines from the



Work on one of the Hinckley's two Hamilton water jets at Lyman-Morse Boatbuilding Co.

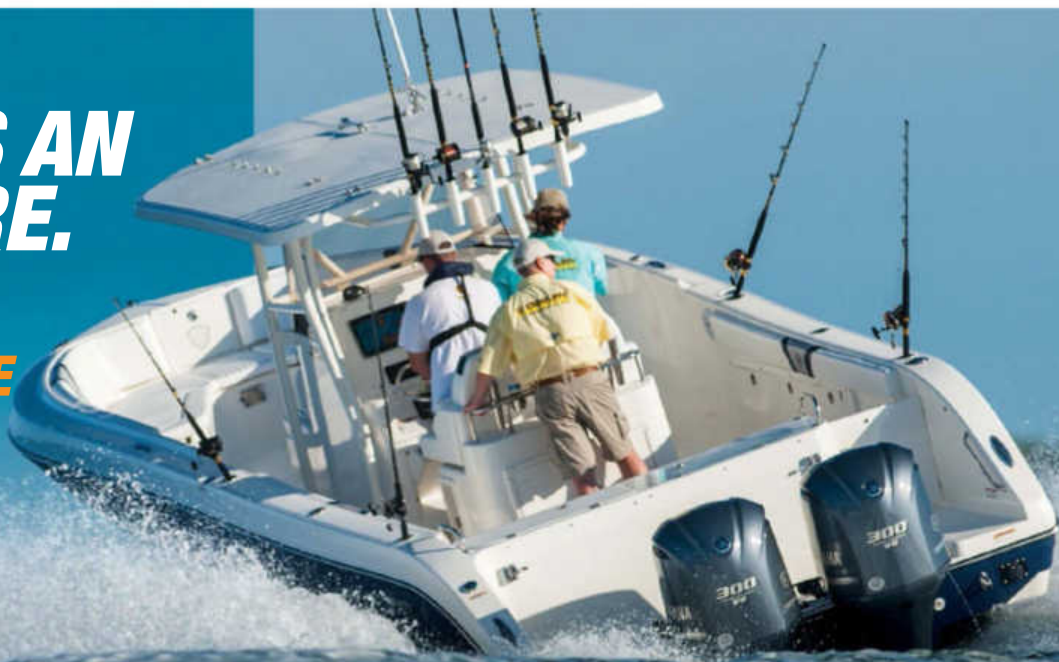
tanks to the engines to add rpm. While the engines were out, Lyman gel-coated the bilge, rebuilt the drive shafts, upgraded the air conditioning system, sprayed Micron Extra finish (used mainly on race boats) on the bottom, serviced the Hamilton water jets, repainted the engine boxes, rebuilt the black water system, took all the hardware off the boat for refreshing, installed new vinyl, and put LED lights under the cockpit coaming.

For his part, the owner is more than happy with the results. The boat hit 35.9 knots when it left the yard. "The people at Lyman have always displayed an unlimited degree

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of expertise and they take huge pride in their work," he said. "They do a fantastic job." His advice for other owners? "Get a great yard who you trust to do the work. And don't cut any corners on the refit. The biggest costs have already been spent anyway, so in the long run you are only hurting yourself."

Lyman-Morse Boatbuilding Co.

Thomaston, Maine

(207) 354-6904; lymanmorse.com

High-Life

To a large degree, what happened to *High-Life*, a Wilbur 34, represents every boat owner's worst nightmare. In the midst of Hurricane Sandy, *High-Life* sank at its dock in Staten Island, New York, its bow pointing up in the air, its stern submerged, resting on the hulls of two other boats that had sunk first.

"It was as dismal a sight as you'd ever want to see," said John Swedberg, who had bought *High-Life* six years earlier. "The water was muddy and the engine room was awful. The boat sat there for 19 days before it was cleared away. The insurance company declared it a total loss."

Swedberg and his wife Jean didn't want to walk away from boating. He had just sold the marina where they kept the boat a few years earlier and had planned to use the Wilbur as their retirement boat to fish for stripers and



High-Life's engine room filled with mud

WILBUR YACHTS PHOTOS

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High-Life, a Wilbur 34, sat at its Staten Island dock for 19 days in this condition after Hurricane Sandy.

cruise the Jersey Shore and Long Island Sound. And they loved *High-Life*, a classic 1996 Wilbur 34 Downeaster soft-top express with a single 350-hp 3116 Cat diesel. "It was in impeccable shape," Swedberg said. They could have used the insurance money to buy a new boat, but what they wanted was their old boat put back together again, so they bought *High-Life* back from the insurance company.

The Swedbergs had already attended a Wilbur owners' rendezvous at the factory in Southwest Harbor, Maine, where they had met Wilbur president John Kachmar, his wife Ingrid, and his father-in-law Lee Wilbur, who started the company in 1979. "I liked all the Wilbur people," Swedberg said. "I know they build great boats." In fact, the 34 is Wilbur's most popular boat having built 71 of them to date.

"The biggest challenge was where to begin," Kachmar said. The mud and exterior damage was extensive. Just looking in the engine room was a bit overwhelming at first. Every wire, pump and piece of insulation had to come out so we could start fresh. It actually was a fun project once we got the mud out of it."

The Swedbergs drove up to the factory three times while *High-Life* was being rebuilt. "We loved being part of the process," Swedberg said. Once they did get the mud out, Wilbur put in new equipment, including a 460-hp Cat C7,



The Wilbur 34 after refit by Wilbur Yachts



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tanks, transom, hoses, shaft, prop, canvas, batteries, Awlgrip for the hull, varnish, bulkhead in the engine room, soundproofing, electric panel, and the work list goes on. When the factory was done, Kachmar drove the boat down to Staten Island to deliver it personally to the Swedbergs, who were delighted. "It's better than when we bought it. John Kachmar has been wonderful to us," Swedberg said. The day I spoke with the Swedbergs, they had just returned from a Florida vacation and planned to take *High-Life* out the next day fishing for stripers.

Wilbur Yachts

Southwest Harbor, Maine

(207) 244-5000; wilburyachts.com

Diva

Chris Ware certainly knew what he was getting into when he bought *Diva*, a Deerfoot 62, in Fort Lauderdale, Florida, in November 2012. He's been sailing since he was five, comes from a sailing family and his uncle is a surveyor. "He went all over the boat," Ware says. "He even put a camera in the keel." He found problems, but it wasn't until Ware

and his wife Jenn sailed *Diva* back home to the Boston area and pulled her out of the water that they realized how bad the problems had become. There was a one-inch hole in the bilge. Time for a refit.

A fast, flush-deck performance cruiser with a long waterline and fairly narrow beam, *Diva* had already completed a three-year circumnavigation. Launched in 1986, she was one of four Deerfoot 62s built at the Scania yard in Finland. Two had stainless steel keels; two (including *Diva*) had mild steel keels. The Deerfoot line was conceived by Steve Dashew; *Diva* was designed by Ulf Rogeberg of Denmark. Ware learned that *Diva's* mild steel keel sister ship had already been repaired by Hodgdon Yacht Services in Southport, Maine, just outside Boothbay Harbor. "They knew the boat," Ware said, "so we had a level of comfort. Plus we saw the capabilities and the scope of the yard."

Hodgdon is indeed capable. Founded in 1816, it claims to be the oldest boat builder in the U.S. and has built everything from tenders to megayachts. In June 2014, it took over the Boothbay Region Boatyard in Southport and Wotton's Wharf in Boothbay Harbor and added them to its existing shipyard



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HODGDON YACHT SERVICES

Diva, a Deerfoot 62, with a broken keel (left) and the new keel waiting to be bolted to the hull at Hodgdon Yacht Services

to East Boothbay. A new division, Hodgdon Yacht Services at the Southport yard, expanded into the refit and service business. Sandy Spaulding, the former president of Hinckley Yachts, now runs it.

"*Diva* was a big and complicated project," Spaulding said. "We had to ship the lead for the keel from Massachusetts and work with the naval architect in Denmark, and give the boat a major systems upgrade." John Vinal, service manager for Hodgdon Yacht Services, explained that the keel had developed corrosion, which affected the fuel and water systems. Rogeberg designed a stainless steel replacement keel to keep fuel and water in the casing but moved the 10,000 pounds of lead ballast outside of it, a complex process. "With plumbing fittings for the fuel and

water system on top of the keel's casing, there was a total of 63 through-hull penetrations that had to line up to lower the hull onto the casing," Vinal said and added that nearly every system on the boat received some sort of maintenance work. Hodgdon also added 1,000 amp hours to the battery bank, peeled the whole bottom to reduce condensation and spruced up the rigging.

Once Hodgdon was done, the Wares sailed *Diva* back to Massachusetts at the end of May, ready for summer cruising. "But this is just stage three of a five-stage project," Ware said. Next up is an engine refit and after that the interior.

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Double the fun!

The Jeanneau Velasco 37 Flybridge offers two fully equipped helms for double the pleasure.

By Doug Thompson

*f*lybridge boats practically demand to be driven from the upper helm station, and in warm weather climates that's usually the captain's favorite spot. But sometimes it can be too hot, cold, wet, or windy—and then piloting from down below in the comfy confines of the main helm station is the right choice. On the Jeanneau Velasco 37F you have all the latest power and navigation technology at the ready whether you are inside or outside and space for family and friends to enjoy the ride right along with you.

That's because Jeanneau—one of the brands under the French megabuilder Group Beneteau—puts a premium on social gathering and communication while on board. Both helm stations feature room for at least two if not three people to gather around the dash as I discovered during the launch of the Velasco 37F at the 2015 Miami International Boat Show. “Jeanneau wants to share navigation with those on board,” explained Coryne Thibault, a Jeanneau representative who unlocked all the secrets of the new Velasco 37F. “The helm seat in the main cabin can be configured many different ways.”

The Velasco 37F is most likely going to be operated by the owner, and Jeanneau's design engineers have helped improve access to the bow from the main helm seat with

a clever starboard-side door. With the flip of a handle the captain gains fast access to the starboard walkway to tend lines or handle fenders. It's that kind of versatility that makes the Velasco 37F so interesting.

“It's not just the layout that's flexible and appealing. You can bring everything you need on trips because plentiful storage is a major theme on this boat,” Thibault added. “Everywhere you look the use of space for storage and socializing has been maximized.”

The Velasco 37F makes for one great party platform starting at the transom with the large water-level teak swim step. There's also a drop-down boarding ladder to make it even easier to board the boat after swimming. Guests climb a few steps to the spacious cockpit and transom bench seat, and on the teak flooring there is another sign of the Velasco 37F's versatility—the cockpit space can be left open, or a table can be securely fixed onto the cockpit sole forward of the bench seat for dining. The cockpit is also partially covered by a hardtop that extends off the flybridge, so there's some relief from sun and weather if needed. “The table works in many different ways—you can use it in the salon, the cockpit, or store it out of the way,” Thibault said. “When you lower it in the salon, it can be used to convert the U-shaped couch





SPECIFICATIONS

LOA: 37' 6"

Beam: 12' 7"

Draft: 2' 8"

Weight: 18,234 lbs.

Fuel/Water: 210/87 U.S. gals.

Power: 2x Volvo Penta
D4 300-hp diesels

Cruise/Top speed:
(w/twin engines) 23/29 mph

Range: 199 nm @ cruise

MSRP: inquire

CONTACT

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into a double bed. Then by drawing a curtain around the entire area you make another stateroom that is quite private."

Entering the salon through a three-panel sliding glass door from the cockpit, the galley is to port with stove, fridge and microwave, and the U-shaped couch and aforementioned table is to starboard. The helm backrest is actually shared with the couch—another way that the boat's social zones are tied together. To port is a copilot's bench seat and map station, and what quickly becomes noticeable is the near 360-degree views throughout the salon. Huge port and starboard windows let in sunlight and also give the captain and guests a clear view of the surroundings. The forward windshield is wide and tall, while the aft salon sliding door provides excellent rear visibility.

Stepping down two steps from the helm to the lower deck, the master stateroom is located forward and features a double bed and generous storage. A hanging locker to starboard and more stowage compartments under the bed allow for plenty of space for clothes and gear. A single head with toilet, sink and large shower enclosure is to port and shared with guests in the starboard-side



Center: It's a social affair in the salon with near 360-degree views, while the full-beam master cabin, reminiscent of a modern and functional city hotel room, invites one to relax. Above: The captain can take part in the conversation in the interior helm station, or drive from the flybridge for a breath of fresh air—both are fully equipped.

guest stateroom furnished with two single beds, which can be joined with a filler cushion to make a larger two-person bed. Both staterooms have portholes to allow natural light in, and the master has a hatch in the ceiling for ventilation.

Back at the helm level, the captain looks forward to a compass at the top of the dash and a pair of tachometers for the twin Volvo Penta D4 300-horsepower diesel powerplants on a flat vertical section of the dash to the right. To the pilot's left on the dash is a single Raymarine HybridTouch MFD that offers a complete look at all system and performance information. The Volvo Penta throttle-and-shifter assembly and bow thruster controls are in a comfortable position to the right, while the steering wheel is centered and features the Jeanneau badging.

The Velasco 37F is powered by twin 300-horsepower engines mated to conventional shaft drives, with bow thrusters for added control while docking and at low speeds. The hull is built of fiberglass with a balsa core for added structural integrity, and the bottom design allows the Velasco 37F to plane easily, while also handling chop and rough water.

The flybridge is accessed by a starboard staircase and encircled by a stainless steel railing for safety. A U-shaped lounge on the back portion of the flybridge can be configured as a couch or sunpad. There's also a faux radar arch for mounting electronics, and the staircase opening can be closed off with a hatch to provide more flybridge floor space. The helm station forward offers a single captain's seat and dash that's a near mirror of the helm station on the deck. Everything you need to operate the boat, including another Raymarine MFD, bowthruster controls and compass, is well positioned in the dash console. "Warm weather, hot weather, cold or windy, this boat can handle many different

conditions," Thibault said. "You can run the boat up top, or go down below into the air conditioning if it's too hot. A Bimini top on the flybridge protects you from the sun, and the visibility is amazing."

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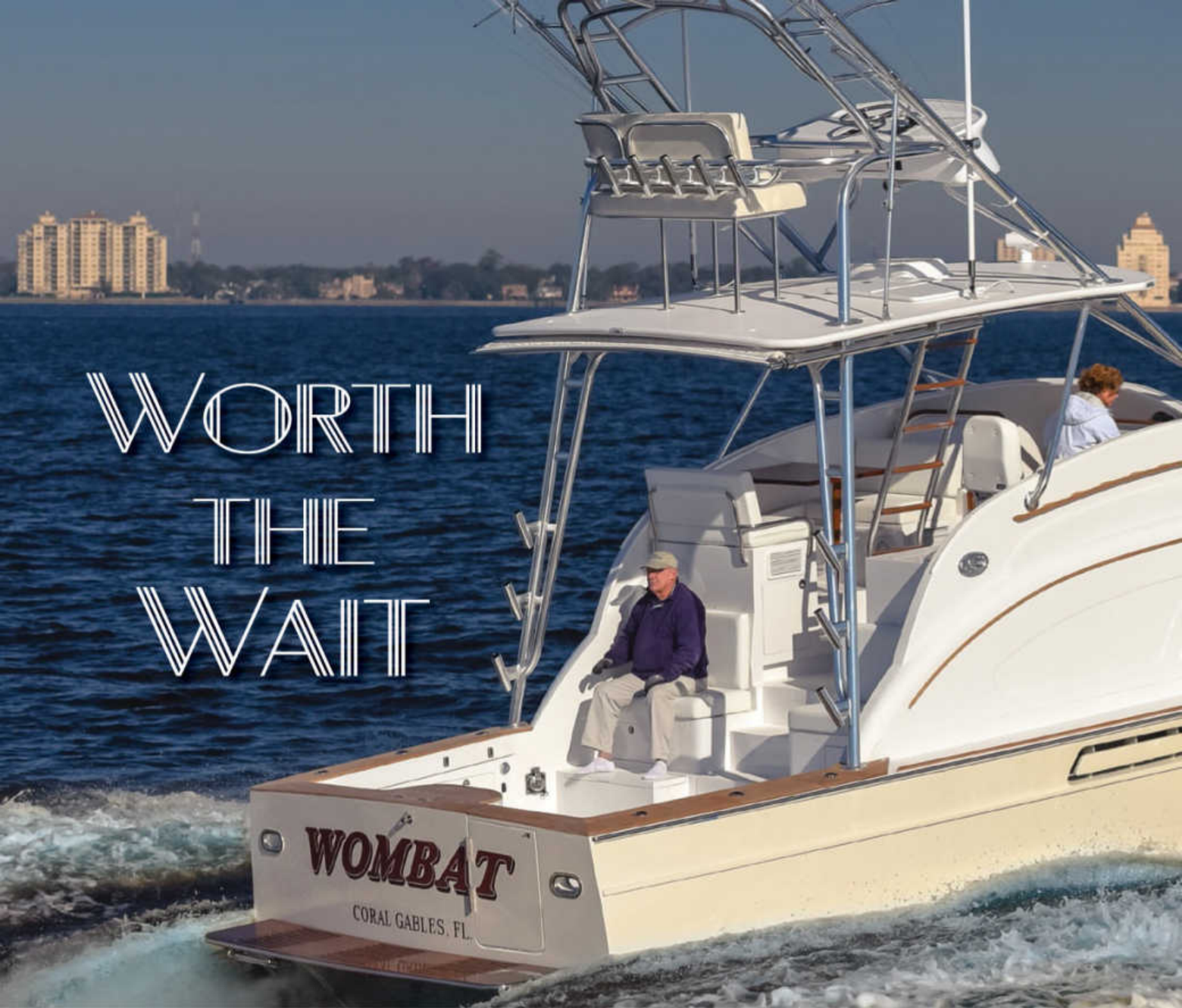
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WORTH THE WAIT

The Huckins 45 Sportfisherman reveals it's what he wanted all along—and was worth the wait.

One of the tradeoffs of swapping my former freelance writer's life for the steady paycheck of a staff position is that I cannot write all the stories I would like—editors simply do not have enough time. Consequently, I save (and savor) a select list of stories for myself. The Huckins 45 Sportfisherman was on that list, and although it was launched in 2014, I chose to wait until the owner was available to provide his own personalized sea trial. I'll go on record here to say it was worth the wait.

"This is the same hull and house cabin as other models in the downeast style," said Jose Fernandez at his Coral Gables, Florida home on Biscayne Bay, where he keeps his Huckins 45 Sportfisherman *Wombat*—named for his daughter who shares the nickname. (Jose added that although some have used the word "wombat" as an acronym for "Waste Of Money, Brains And Time," most assuredly, it does not describe his boat or any other Huckins for that matter.)

By Liz Pasch



Carlos Parodi and Jose Fernandez

RICHARD FAULKNER

Jose first met Cindy Purcell—the third generation owner of Huckins Yachts—at the Miami International Boat Show. “The lines and look of the Huckins was the key draw,” he said. Jose owned a 2008 51' Bertram but wanted to downsize with more economical fuel consumption for cruising. Jose worked with Huckins' designer Jon Hall, who integrated the client's requirements for a hardcore fishing yacht, but in order to do so the first plan ended up being 56 feet long, so they shelved the project. “It was also during the recession and we just weren't going to go that big,” explained Jose. By the time they looked into building with Huckins again the company had assembled a number of 44-foot hulls. Hall stretched the length a bit to

make more room in the cockpit for fishing, Jose's primary and most enjoyable pastime aboard all of his boats especially with his childhood friend, Carlos Parodi, who joined us on the sea trial. As teenagers, Jose and Carlos would boat to Bimini and camp on the beach. Then they were college roommates at Louisiana State University, and when Jose got married, Carlos was his best man.

Jose's penchant for fishing required not only a big enough cockpit but also a hull design that could handle bluewater fishing off shore and frequent trips to the islands. Bill Prince, President of Bill Prince Yacht Design, which undertook the engineering for the Huckins 45 Sportfisherman, compared the core element in his design



From upper left: The head with a separate shower compartment is shared by the two staterooms but has private access from the forward master cabin. In the salon and galley as well as throughout the boat, smart and functional design with low-maintenance materials makes for easy care and more boating and fishing enjoyment.

SPECIFICATIONS

LOA: 45' 5"

Beam: 13' 9"

Draft: 3' 2"

Weight: 30,000 lbs.

Fuel/Water: 419/103 U.S. gals.

Power: Twin 480-horsepower Cummins QXM11s

Cruise/Top speed: 31/36 knots (40mph)

Range: 350 miles @ 28 knots

MSRP: inquire

CONTACT

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Huckins Yacht Corporation
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Jacksonville, FL 32210
(904) 389-1125
huckinsyacht.com
cindy@huckinsyacht.com

process for the Huckins 45 to that of a Porsche. "A [Porsche] 911 isn't a 911 if the engine isn't in the rear, and a Huckins isn't a Huckins without their Quadraconic hull form," says Prince adding that unlike typical modern planing boats, the Quadraconic hull form has concave forward sections under the water resulting in a smooth ride in exceptionally heavy seas. In fact, the Quadraconic hull form was used on all of the Huckins PT boats during WWII and on every Huckins yacht ever since.

Working with Hall's sketches, Bill Prince Yacht Design produced the complete 3-D design model and more than 70 construction drawings for *Wombat*, including details for machinery, systems, superstructure, and interior joinery. The company is currently involved in a refit at the Huckins yard—Purcell added that refits are their "meat and potatoes" and carried them through the recession. Huckins current project involves Andrew Williams, president of Marine Measurements LLC, who made 3-D scans of the client's entire boat, inside and out, from which Prince will construct 3-D design options.

In addition to the large cockpit area, Jose equipped *Wombat* with his ultimate hit-list to spot and catch trophy fish: a custom tuna tower built by Palm Beach Towers, Rupp outriggers, leaning post with rod holders, transom live well, storage boxes, a tackle drawer, the list goes on. Two large coolers—an ice machine feeds one of

them—serve as aft-facing seats for guests to enjoy the action safely out of the way of spinning reels and flailing fish. A Sure-shade awning over the cockpit extends to the front edge of the livewell in the middle of the transom relief from the sun during breaks from fishing or while at anchor.

Elevated four centerline steps forward of the cockpit, the bridge is cooled by two separate 16,000 BTU air conditioning units—another smart design for fishermen needing to cool down but still keep a watchful eye on their lines. “The elevated express bridge allows for excellent headroom in the walk-in engine room and terrific visibility from the helm,” explains Prince. A Stidd helm seat is to starboard, and a small, white Ultraleather dinette to port is just the right size for a game of backgammon while crossing the Gulf Stream to Jose’s house on Bimini. Behind the helm seat is yet another freezer situated under the ladder to the tower, a typically under-utilized space. The bottom three rungs of the sturdy ladder are straight up—so as not to interfere with the walkway—and a bit uncomfortable to climb, but then it angles toward the starboard side and is much easier. Jose equipped *Wombat* with a Garmin autopilot, Simrad GPS and adds that he’s still getting used to using pod drives—this is the first new-build Huckins with pod propulsion.

Moving forward and four steps down from the bridge, the salon is bathed in light from large windows. The dayhead is quite large and benefits from those big windows. *Wombat*’s primary purpose as a fishing yacht is as evident in the interior spaces as the exterior with design and décor that’s functional, clean and unencumbered by unnecessary fluff that’s useless when fishing.

The galley is along the starboard side and includes a stainless sink, two-burner cooktop, refrigerator drawers, and a clever space-saving cabinet, which houses the flat TV and conceals the boat’s electrical panels behind it. To port, an L-shaped settee in flag-blue Ultraleather is long enough to serve as an overnight bunk and conceals massive storage under the cushions. Two comfortable staterooms fill out the below-decks accommodations—one forward with a queen berth and access to the shared head and shower, the other with two stacked single bunks.

Jose waited to build *Wombat* until the timing was just right, and as the three of us headed from Jose’s home on Biscayne Bay he demonstrated the pods and his convenient location for offshore fishing en route to The Bahamas. The payoff for his patience was evident as I took the helm and executed a few lazy turns to get the feel of the hull form. The buildings of Stiltsville came into view and I would have liked to have kept on going to Bimini to see Jose’s island home and fish along the way. But that’s another ride for another day—now that I know where to find him, that is. 🐟

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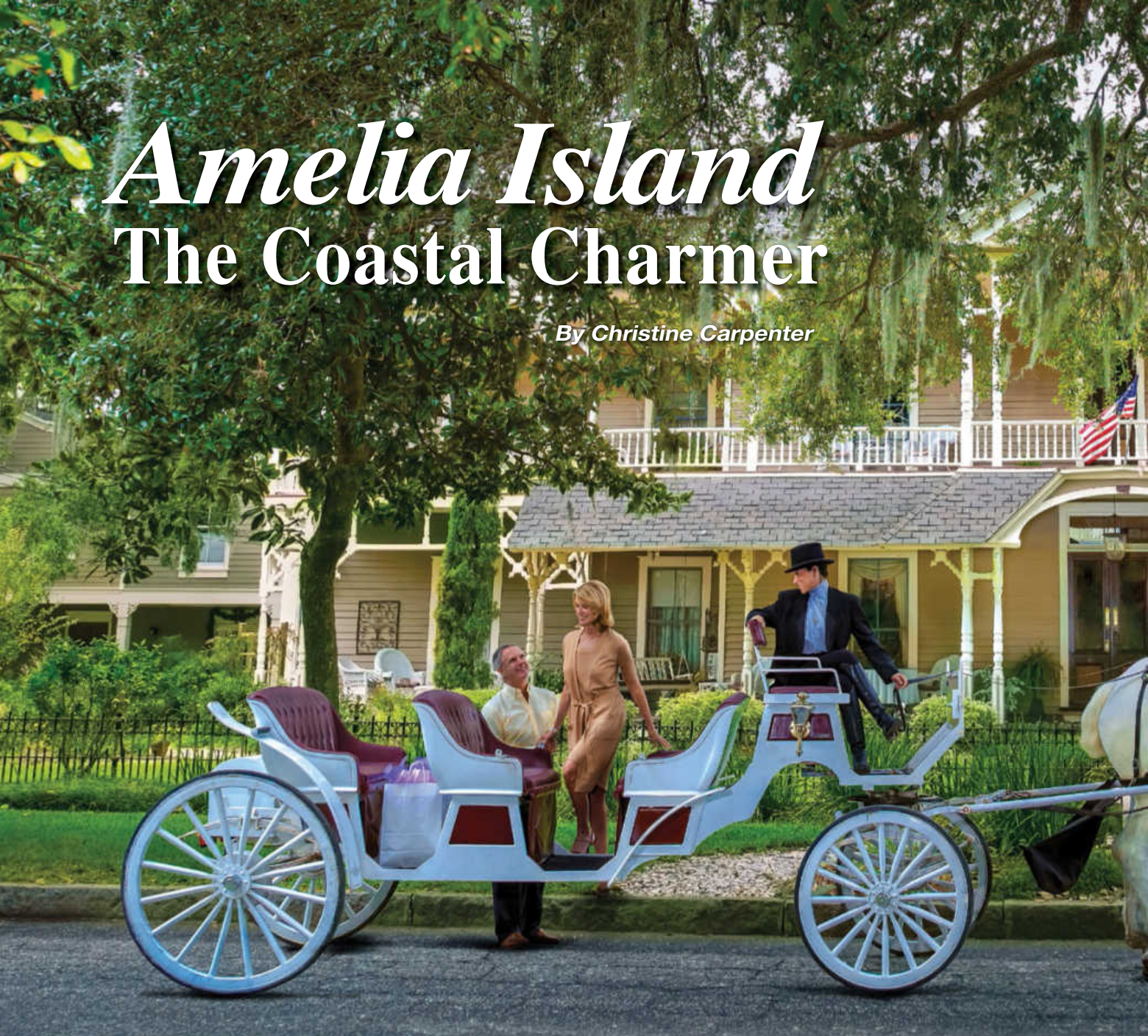
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Amelia Island

The Coastal Charmer

By Christine Carpenter



Taste the good life on one of Florida's barrier islands.

Amelia Island humbly sets itself apart from the slew of competing beachfront travel spots with a natural grace and unspeakable charm. Her stretches of sandy shores are peppered with blue and white umbrellas and flowing white linen cabanas, picture-perfect elements for a coastal getaway or quick weekend retreat. As you move inland toward downtown to explore the many dining spots, quaint shops or historic Fernandina Beach, you'll get lost in a setting described in the pages of a romance novel as streets lined with moss-cloaked oak trees and vibrantly blooming flowers dot the day's journey.

Just 33 miles east of Jacksonville and 159 miles from the populated beach location of Hilton Head, Amelia Island with its 13 miles of shell-covered beaches is a barrier island nestled just off the coast of Northeast Florida. It has become a beloved destination for many and accumulated numerous accolades in the last year alone, including "Top 10 U.S. Islands" by *U.S.A. Today Travel*, "America's Favorite Beach Town" by *Travel & Leisure*, and "Top 25 Golf Islands in the World" by *LINKS Magazine*. Once you cruise into its warm waters and walk the manicured streets, you, too, will see why the sandy beaches, world-class golfing, unique excursions, and



AMELIA ISLAND CVB PHOTOS

divine dining draw so much attention. Yet, surprisingly, Amelia Island remains one of Florida's best-kept secret getaways.

When charting your cruise, consider one of the many distinctive festivals the area offers throughout the year. January ushers in the sweet sounds of the Amelia Island Chamber Music Festival (aicmf.com) and the delectable flavors of the renowned Restaurant Week (ameliaislandrestaurantweek.com). Automobile aficionados will delight over the offerings presented in March's three-day Amelia Concours Week, which showcases an impressive lineup of luxury conveyances. The end of April welcomes the Annual Shrimp Festival (shrimpfestival.com), a local favorite and highly anticipated yearly event and leads right into the

Wild Amelia Nature Festival in May (wildamelia.com) for nature enthusiasts. June is ideal for film, music and gaming fans with the Rendezvous Festival (rendezvousfestival.com). For summer and fall cruising head to historic Fernandina Beach on the first Friday of every month between April and October (excluding May) for the free family-friendly concert series Sounds on Centre (soundsoncentre.com).

For the foodie on board, Amelia Island Tasting Tours are a fun way to discover the unique bars and restaurants in historic downtown Fernandina Beach while meeting with the chefs and mixologists behind the local flavors. You can opt for a traditional carriage or walking tour, but what better way to discover the historic downtown than a tour paired with the best local food and drink offerings?

The island's many must-try dining spots include Jack & Diane's, dubbed the tastiest spot on Centre; Barbara Jean's Restaurant and Bar, specializing in seafood and homestyle cooking; Café Karibo, featuring an eclectic vibe in downtown Fernandina Beach; and Marina Seafood Restaurant, the oldest restaurant on the island. But if these don't pleasure your palate, the array of choices run the gamut from fine dining to beach bars to pizza parlors, Mexican cantinas, gelato shops, fudge shops, and even tearooms.

Amelia Island's beaches leave nothing to be desired with shell-covered sandy shores and miles of warm blue water. In addition, Amelia Island is one of the few places in the country to offer horseback riding on the beach and your choice of three different stables. Kelly Seahorse Ranch is nestled within the maritime forest of the Amelia Island State Park at the southernmost end of Amelia Island, where a short trail ride brings you directly to the pristine shore and miles of white sands for you and mount to enjoy (kellyranchinc.net). Happy Trails Walking Horses offers an impressive lineup of Tennessee Walking Horses known for their smooth original gait (happytrailswalkers.com), while Ride the Beaches of Amelia customizes each ride to the person's individual experience level for an exciting time trotting and cantering in and along the water (ameliahorsebackriding.com).

For those who haven't quite gotten enough on-the-water action, enjoy some of the best fishing spots with an inshore or offshore fishing charter. Visit ameliaisland.com/things-to-do/fishing-boating for an impressive listing of charter options that will suit your desired time frame and catch. Of course, there is also an endless array of watersports along the beach or through the marshes for those who want to amp up the action and kayak, paddleboard, surf, jet ski, or scuba dive.

For the landlubbers who like a physical and mental challenge, Amelia Island is also highly recognized for its pristine golf courses. Just make sure you bring a lot of extra golf balls



Previous pages: A couple enjoys a romantic carriage ride in downtown Fernandina Beach.

Clockwise from top left: Enjoy an afternoon break with a glass of wine and views of the sand dunes from Elizabeth Pointe Lodge; Fernandina Harbor Marina on Centre Street in historic downtown; The Gullah/Geechee Cultural Heritage Corridor extends along the coast of the southeastern United States from North Carolina to Florida in recognition of the Gullah (or Geechee) people and culture; early morning walk along the shoreline; Amelia Island is one of the few remaining beaches along the eastern coast where one can ride horses; handmade gifts and shopping downtown; surfing near the pier

Below: Now an annual event, Fish to Fork offers boundless succulent opportunities to pleasure your palate.

since 7 out of 117 holes are set along the Atlantic Ocean for an immense and stunning water hazard that tests all skill levels. The adrenaline junkies in your crew will look no further than Skydive Amelia Island. This premier beachside Florida skydiving spot provides a bird's-eye view of the glistening Atlantic and shimmering sands during the 120-mile-per-hour free fall (skydiveameliaisland.com). For fresh air with slightly less adrenaline, head over to Air Amelia, where "trike flying" (a relative of hang gliding) gives you the freedom of flying with a little less heart-stopping action (hangglidenow.com).

In addition to decadent eats, waterfront fun and action-packed ventures, Amelia Island is also known for its many upscale galleries and local artists. The second Saturday of every month from 5PM to 8PM, Artrageous Artwalk showcases photography, pottery, copper, metal, glasswork, watercolors, acrylics, oils, and batik inspired by the sites and sounds of the island. Amelia Island's 50-block downtown historic district is reminiscent of a time when casual luxury was the norm. Prized in the past as the South's deepest natural harbor, Amelia Island has evolved from one of the most fought-over spots for shipping and trade to one of the most sought-after destinations for relaxation as one of Florida's most humble coastal charmers.

FISH TO FORK AT OMNI AMELIA ISLAND PLANTATION

One of the most captivating and impressive Florida beachfront resorts, the Omni Amelia Island Plantation, is thrilled to continue their newest annual event Fish to Fork. This premier culinary weekend invites spectators to view renowned chefs from around the country compete for bragging rights in an intense gastronomic showdown with feature dishes limited to the day's fresh catch.

This "dock-to-dish" event highlights the true talents of these chefs, and all proceeds directly benefit the James Beard Foundation scholarship program, which helps aspiring



culinary students to realize their dreams (jamesbeard.org).

This year, Omni Amelia Island Plantation welcomed six chefs to be tested on their creativity with a live vote from guests at the the main event's chef showdown. Island resident Daven Wardynski took first place in both the overall judging and the chef's personal judging. Competing chefs included Tom Gray of Moxie + Cocktails, Jacksonville, Florida; Greg Zanitsch of The Fig Tree, Charlotte, North Carolina; Hector Santiago of Bacchanalia, Atlanta, Georgia; Kathleen Blake of The Rusty Spoon, Orlando, Florida; and Linkie Marais, a chef and lifestyle expert out of Boston, Massachusetts.

Guests can opt for a generic package or upgrade to a VIP package that includes one, two or three nights in an oceanfront villa on the resort property, along with lunches, dinners and events with the chefs. The VIPs are treated to the fishing excursion with their chef of choice to watch the action live and see the transformation from the dock to dinner table. A fan favorite was Hector Santiago's creative preparation of stingray sausage. Prices vary according to the selected package, but after the success in just the first two years, it is safe to say that this event is here to stay and should be included in your upcoming social calendar (omnihotels.com/hotels/amelia-island-plantation).



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Portsmouth

AKA "STRAWBERRY BANKE"



All the way up on the Maine border, Portsmouth, New Hampshire, is a charming, centuries-old, boater-friendly, waterfront town now filled with trendy restaurants, verdant parks, historic buildings, walking tours, musical performances, and much more. In short, if you're coming up from Boston or Cape Ann, Portsmouth is a great overnight stop or weekend layover before you continue up to Maine. Or if you want a totally relaxed cruising vacation, pull into the large, luxurious Wentworth by the Sea Marina just before you reach Portsmouth itself.

Portsmouth has thrived for hundreds of years because of its location on the banks of the Piscataqua River, with

Kittery, Maine, on the far shore. The fast-flowing Piscataqua forms a natural deepwater harbor there while allowing year-round access both to the Atlantic Ocean and to inland towns and commerce. Settled by English colonists in 1623—they named it Strawberry Banke because they found so many wild strawberries there—Portsmouth claims to be the third-oldest city in the U.S. By 1679 the growing seaport was the colonial capital as well as a haven for liberal Puritans who had been exiled from the Massachusetts Bay Colony.

For the next 200 years Portsmouth flourished as one of the nation's busiest ports, with shipyards, fishing and lumber trade. The U.S. government built the Portsmouth Naval



Fall under the spell of one of America's oldest cities at the mouth of the Piscataqua River.

By Peter A. Janssen

make a choice whether to run straight into the Piscataqua and Portsmouth, or turn west a bit into Little Harbor and Wentworth by the Sea, a first-class marina at the foot of an upscale resort hotel. (I've stayed there several times over the years going to and returning from points east and recommend it highly.) If you want to go directly to Portsmouth, head north to R 2, which marks the entrance to the outer harbor, then turn west around Fort Point marked by the 52-foot-high Portsmouth Harbor Light, and follow the river into the main harbor.

Portsmouth will be on your left, with the Prescott Park Town Docks at the foot of a beautiful park. There the city operates 22 slips for boats up to 55 feet, with restroom facilities. The Town Docks are immediately before the Route 1 Memorial Bridge leading to Badger Island and Kittery, and it's an easy walk from the park to the best of downtown Portsmouth. The bridge has 21 feet vertical clearance, but it opens every half hour from 7 AM to evening in the summer. Cruisers need to be aware of the Piscataqua's strong current, which averages 3 knots on the flood and 5 knots on the ebb but occasionally flows even faster. Just after the bridge even closer to downtown, the Marina at Harbour Place is one long floating face dock with 450 feet of dock space and 18-foot depth alongside. It offers restrooms, showers, laundry, and pump-out facilities.

Two marinas under the same ownership are on Badgers Island just across the bridge on the Maine side. Badgers Island Marina East is the largest of the two and is just before the bridge, with 60 slips and room for yachts up to 120 feet. Badgers Island Marina on the west side of the bridge is just across the river from downtown Portsmouth, with the resulting terrific view. It's smaller than Badgers East, with only 27 slips and room for yachts up to 80 feet. Both marinas have restrooms, showers, laundry, pump-out facilities, and full marine repair services. It's a bit of a walk over the bridge to downtown Portsmouth from both.

If you don't want to worry about the current or the bridge,

Shipyard in 1800—the nation's first—and it is still active in maintaining nuclear submarines. From its origins as a classic New England, hard-working harbor, Portsmouth (population 21,233) has grown into a major tourist destination. Indeed, it made it as one of "America's Prettiest Towns," where shops and restaurants radiate out from the historic Market Square on old winding streets a short walk up from the waterfront.

On any type of cruising boat, it's certainly easy to get there. From the end of the Annasquam Canal in Gloucester, Massachusetts, it's about 23 nautical miles (nm) to R 2KR outside the mouth of the Piscataqua. It's also about 5 nm from the Isle of Shoals off shore. Then you have to



Top to bottom: Cruise into the Piscataqua River with Kittery on the far shore, or turn west a bit into Little Harbor. The Portsmouth Harbor Light was established in 1771 prior to the American Revolution. Dock at the Wentworth by the Sea Marina for a stay at the historic hotel that offers the tranquility of a remote seaside sanctuary with luxury amenities.

Wentworth by the Sea is a pleasant option and it's only a 10-minute cab ride to the center of Portsmouth. On the south side of New Castle Island, Wentworth has 170 slips on floating docks and is a superyacht favorite—it can handle boats up to 250 feet. It's a full-service marina, with gas and diesel fuel dock, showers, laundry, free pump-out, concierge services, and a courtesy car. A boardwalk just above the marina leads to the Wentworth by the Sea Marriott Hotel and Spa built in 1874. Now it's a full-fledged vacation resort with an 18-hole golf course, tennis courts, indoor and outdoor swimming pools, and spa.

Once you've tied up there's no shortage of things to do in Portsmouth. Back at Prescott Park by the town docks, you'll find 500 varieties of flowers plus musical performances throughout the summer. Navy or history buffs will enjoy the U.S.S. *Albacore* Museum, with tours of the dry-docked

Albacore, which was the world's fastest submarine when it was built in Portsmouth in 1953. At 205 feet, the *Albacore* held a crew of 55 and was retired in 1972. The museum also includes a memorial garden and park.

The Strawberry Banke Museum occupies 10 acres and shows the evolution of Portsmouth from Colonial times to World War II, with guides dressed in period costumes. The site is an enclave of 17th-century homes, taverns, ships, and gardens and is fun for the whole family.

If you want an organized walking tour, take the Portsmouth Harbor Trail, with guides from the Portsmouth Historical Society. You can select one of three tours, which last an hour and cover 70 points of interest, including historic sites, homes, waterfront highlights, and even tugboats.

When you get tired of touring you won't have to look far to find a great restaurant. The Friendly Toast is the local favorite



for breakfast, although it's open for lunch, dinner and after-dinner, too. With Formica tables, linoleum floors and vintage posters, The Friendly Toast specializes in the Sklarmageddon omelet, dubbed "an omelet built to kill," with three meats, jalapeño cheese, pecans, and maple sour cream.

Jumpin' Jay's Fish Café—open seven nights a week—is much more traditional, although innovative in its own way with fish from as far as New Zealand and Ecuador, plus the to-be-expected Maine Crab Cake, local seafood and a raw bar. Portsmouth Brewery, a local landmark, has house-brewed beer, homemade food and vegan options and is open from 11:30AM to 12:25AM—take the free brewery tour. If you'd rather have a waterfront view, The Oar House has a porch overlooking Portsmouth's iconic tugboats for a casual brunch, lunch and dinner, with ship models in the dining room.

— CRUISER RESOURCES —

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Prescott Park Town Docks

(603) 431-8748 • portsmouthnh.com/port/ppdock.cfm

Marina at Harbour Place

(603) 436-0915 • marinaharbourplace.com

Badgers Island Marina

(207) 439-3810 • badgersislandmarina.com

Wentworth by the Sea Marina

(603) 433-5050 • wentworthmarina.com

ATTRACTIONS

Prescott Park

(603) 436-2848 • prescottpark.org

USS Albacore Museum, 600 Market St.

(603) 436-3680 • ussalbacore.org

Strawbery Banke Museum, 14 Hancock St.

(603) 433-1100 • strawberybanke.org

Portsmouth Harbour Trail, 10 Middle St.

(603) 436-8433 • portsmouthnh.com/harbourtrail

RESTAURANTS

The Friendly Toast, 113 Congress St.

(603) 430-2154 • thefriendlytoast.net

Jumpin' Jay's Fish Café, 150 Congress St.

(603) 766-3474 • jumpinjays.com

Portsmouth Brewery, 56 Market St.

(603) 431-1115 • portsmouthbrewery.com

The Oar House, 55 Ceres St.

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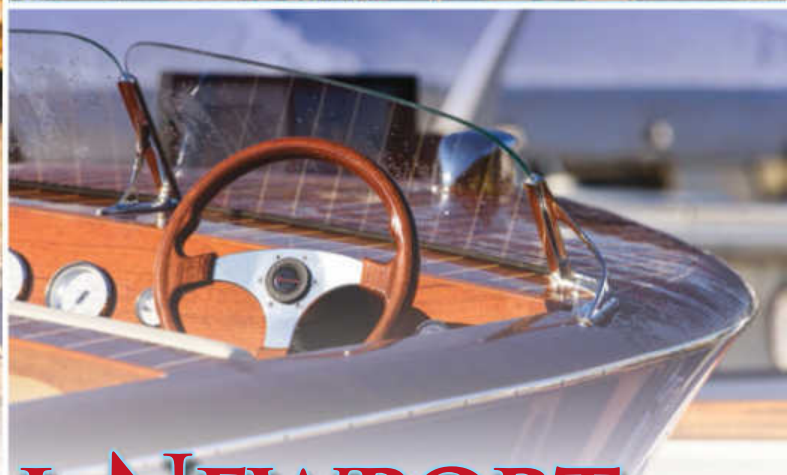
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45TH ANNUAL NEWPORT INTERNATIONAL BOAT SHOW

It started off as a bold idea 45 years ago—an in-the-water boat show, one of the first to be held in the Northeast. Today, the brainchild of visionary former naval officer Paul Dodson is among the most celebrated venues for boat enthusiasts in the U.S. and kicks off the east coast boat show season. Scores of vessels, sailboats and powerboats from small crafts to 100 footers along with thousands of products and accessories are due to delight visitors in the City by the Sea.

The Newport International Boat Show (NIBS) is set to take over more than 13 acres of historic Newport Harbor September 17-19. “[We’re looking forward to] delivering a great experience for exhibitors and attendees by bringing in prospective buyers and having even more brands and models of powerboats, sailboats and innovative products on display for all,”

says Nancy Piffard director of the Newport Exhibition Group, which owns NIBS.

More than 600 domestic and international exhibitors will showcase and sell their products and services, while never-before-seen boats will make their debut. “All of the ‘Newport For New Product’ entries are a must-see,” says Piffard of the popular program that gives attendees a chance to vote for vessels and marine products being launched this year in the U.S. market between April 1st and September 1st. (International products making their first official appearance in the U.S. at NIBS can also participate.) “Last year people swarmed the docks to see the new Gunboat 55, the 34 Outboard Express from True North and

By Nathalie Gouillou



B&G's ForwardScan sonar as well as dozens of other innovative products. This year we will have even more!"

NIBS is partnering for a second year with Confident Captain/Ocean Pros for yet another exciting "At The Helm" program to provide sailors and powerboaters of all experience levels the opportunity to take to the water. New shore-based courses—iPad Navigation and Boat Systems to be held in the Confident Captain/Safe-Sea Mobile Seamanship Lab at the show site—will add to the existing six classes available for powerboat and sailing. The program includes Powerboat Docking and Maneuvering, Advanced & Twin Engine Powerboat, Become a Power Boater, Advanced Sailboat Handling and Sail Trim, Sailboat Docking and Close Quarters Maneuvering, and Sailboat Crew/First-Mate Skills.

Online pre-registration is required.

The Educational Seminar Series is also back this year and set to take place at Forty 1° North Marina Resort located within walking distance of the show. "After a hiatus of offering seminars last year, we have brought back a lineup of exciting speakers and topics," says Piffard (the seminar schedule was not available at press time). Salty Dawg Rally—a non-profit organization with an emphasis on safety, communication and camaraderie—will host its own Seminar Series on September 16th at the Edward King House. Running from 9AM to 4PM, the seminars will cover topics such as blue water passage preparations, selection and care of emergency equipment, getting to know your steering and pump systems, and more. saltydawgrally.org

NIBS selected Clean Ocean Access as its 2015 charity partner. The organization, which conducts marine debris removal efforts, water quality monitoring and safeguards

public access, focuses on the restoration and protection of natural resources. "Clean Ocean Access does such important work eliminating marine debris for the shoreline and improving overall ocean health—a task every boater should embrace," says Piffard. "This partnership gives us the opportunity to remind the tens of thousands of people who attend our show that if all of us do seemingly small things locally, we can make a big difference globally."

More than a boat show, NIBS is a destination event. "Newport is the quintessential New England seacoast town with great shops, award-winning restaurants, a vibrant night life, and many historic attractions," says Piffard before adding, "[it's] a venue that is unparalleled." *Southern Boating* thinks so too—come and see us at the NYC Tent C, booth 60. newportboatshow.com

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Green Salad with Peaches, Goat Cheese and Citrus Vinaigrette

Preparation time: 15 minutes

Serves: 6

2 tbsp. honey
3 tbsp. white wine vinegar
1 tbsp. lemon juice
1 tsp. lemon zest
2 tbsp. orange juice
1 tsp. orange zest
2 tsp. Dijon mustard
½ c. olive oil
5 oz. mixed baby greens
2 peaches, sliced
3 oz. crumbled goat cheese
¼ c. Kalamata olives, pitted and halved
½ c. walnuts
Salt and pepper to taste

In a bowl, whisk together the first eight ingredients for salad dressing. In a large salad bowl combine the greens, peaches, olives, and walnuts. Toss with dressing, just enough to lightly coat the salad leaves. Add goat cheese, season with salt and pepper, toss again, and serve.

Lobster Mac and Cheese

Preparation time: 30 minutes

Cooking time: 35 minutes

Serves: 6

1 lb. fusilli pasta cooked according to package
1 qt. milk
½ c. butter
½ c. all-purpose flour
12 oz. Gruyere cheese, grated
8 oz. cheddar cheese, grated
1½ lbs. cooked lobster meat (about 4 medium tails), cut into bite-size pieces
1 c. Panko breadcrumbs

½ tsp. nutmeg
½ c. fresh parsley, chopped (or 2 tbsp. dried parsley)
Salt and pepper to taste

In medium saucepan heat milk but do not boil. In large deep pot melt butter. Add flour and whisk over low heat for 2 minutes to make a roux. Whisk in the warm milk and cook 2 minutes until thick. Remove from heat, add cheeses, nutmeg, salt, and pepper. Add cooked pasta and lobster pieces. Pour into a buttered 9x12 glass baking dish. Sprinkle with breadcrumbs and bake in 375-degree oven for 30-35 minutes. Remove from oven and sprinkle with parsley.

Shrimp and Sausage Skewers with Basil Butter

Preparation time: 30 minutes

Cooking time: 15 minutes

Serves: 6

1½ lbs. jumbo shrimp (16-21 count), peeled, deveined
2 tbsp. olive oil
6 mild chicken sausage links
2 zucchini, sliced 1 inch thick on diagonal
12 baby Portobello mushrooms
6 tbsp. butter, softened
1 c. fresh basil, chopped (or 5 tbsp. dried basil)
1 clove garlic, minced
8-12 wooden skewers soaked in water

Heat oil in large skillet over medium heat. Add sausage and cook until browned but not cooked through. Set

aside and when cool, cut into diagonal 1½ inch pieces. Thread skewers with shrimp, sausage, zucchini, and mushroom; repeat as desired. In a small bowl combine butter, basil and garlic. Rub skewers with herbed butter and leave them in the bowl. Melt remaining butter in microwave. Grill over medium heat, basting with remaining butter, until shrimp and sausage are cooked through, about 4-6 minutes.

Watermelon Martini

Preparation time: 15 minutes

Chilling time: 20 minutes for the glasses

Serves: 6

12 oz. watermelon juice (made from approx. half a seeded watermelon)*
¼ c. sugar
¼ c. kosher salt
5 oz. premium vodka
4 oz. melon or orange liqueur
2 oz. lime juice
Lime wedges
1 c. fresh mint leaves
Ice

Chill martini glasses for 20 minutes before starting recipe. Combine sugar and salt on a plate. Rub rim with lime wedges and dip in sugar mix. Combine half the watermelon juice, vodka and lime juice in a cocktail shaker with several sprigs of mint. Add ice and shake well. Strain into chilled glasses. Repeat with remaining ingredients.

*To make fresh watermelon juice blend watermelon in a food processor or blender until smooth, and strain into a pitcher. Alternatively, muddle the watermelon in batches in a small pitcher and strain. 🍉

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"Shalala" is a well equipped two stateroom two head motor yacht ready for extensive cruising. Powered by twin 75hp Yanmar® diesel engines she is ready to cruise. Call today for details about this yacht.



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Nathan Heber, founder and CEO of Boatyard

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and unreliable service providers. We knew there had to be a better way, so we built one." Plans to expand to additional markets are in the making with locations yet to be announced. boatyard.com

The Healey International Relief Foundation (HIRF)

is among the newest members of InterAction, a coalition of organizations working on disaster relief, refugee assistance and sustainable development programs worldwide. The alliance organization based in Washington, D.C., counts more than 180 humanitarian

member organizations around the world, united through their commitment to work with the poor and vulnerable. Founded in 2001, HIRF is the brainchild of Robert T. Healey, co-founder and CEO of Viking Yachts, which has built yachts for more than four decades. A nonprofit organization that aims to improve the quality of life of people in war-torn, third-world countries through the delivery of healthcare, clean water, food, training, and other programs, HIRF has been involved in relief efforts in Sierra Leone since 2005. hirf.net

There's a new way for saltwater fishing enthusiasts to reach out to lawmakers and campaign for their fishing rights—Bass Anglers for Saltwater Conservation (BASC). The new online advocacy system launched in June and allows fishing aficionados to write, call or tweet their legislators through pre-written engagements. By accessing BASC, anglers can identify causes dear to them by simply scanning through current petitions and filling out their constituent information. BASC then automatically identifies the appropriate legislators. bassforsalt.com



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